The Sea People

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The Sea People

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Editorial Team: Adrian, Steve, Scott
Assisted By: Annabel

Editorial Address:
PCA
Southdown Marina
Millbrook, Torpoint
Cornwall PL10 1HG

Front Cover Photo:
TIKI 21'S BY
CHRIS WILLOUGHBY

email to: PCA@multihulls.uk.com
web site at: http://www.multihulls.uk.com/pca

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Tangoroa Hulls *	SOLD £3,500
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Tanenui (Foam)	£5,900
Tiki 21 GRP	£6,250
Pahi 26	£6,500
Pahi 26	£7,000
Tanenui *	£7,000
Tane	under offer $14,000us
Tiki 26 GRP	£9,500
Tiki 26 GRP	£10,000
Tiki 26 GRP	SOLD £11,150
Pahi 31	£11,500
Tiki 26 GRP *	£12,500
Narai 4	£15,000
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Tiki 28	£18,500
Pahi 42	£25,000
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Pahi 42	£48,000
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RUTH'S COLUMN

1998 will see the return of 'Spirit of Gaia' to Europe.

Ruth Wharram brings the latest news of the departure from Australia.

Getting masts of 'Spirit of Gaia' back in position (Brisbane Aug '97)

Ruth's Diary or, better, Newsletter from the ones 'left behind'.

It was nicer to sit on my bunk on the SPIRIT OF GAIA to write a newsletter while at sea, but I thought with Christmas and the New Year approaching, I would like to send you all best wishes for the festive season and happy sailing in 1998.

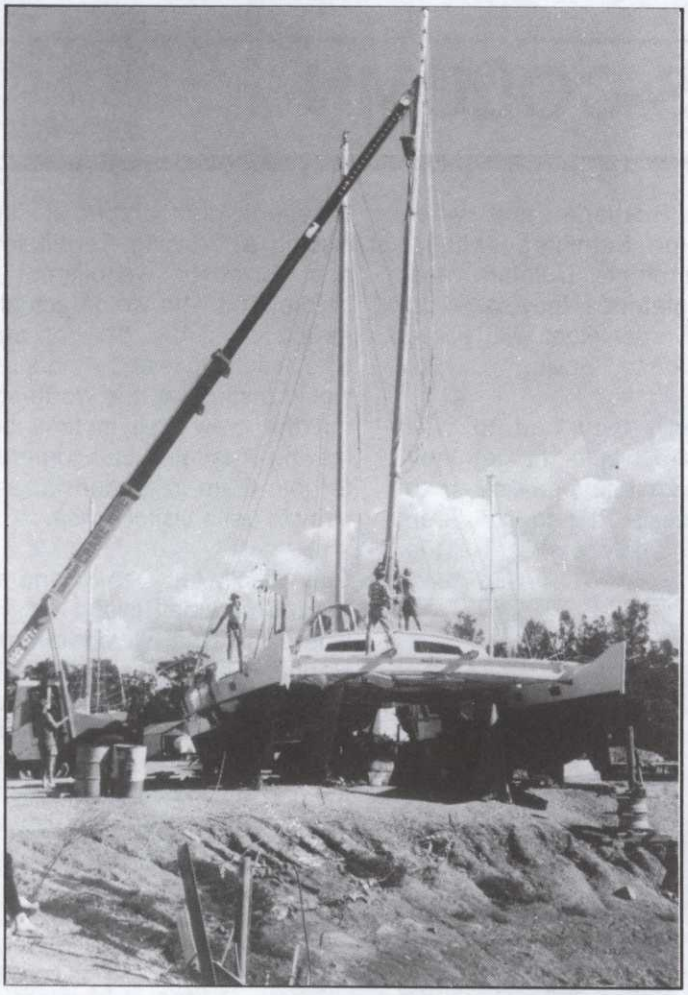
Enclosed are some photographs of GAIA being re-fitted (the first re-fit since her launching in 1992) and re-launched in Brisbane, Australia, where we had left her after sailing a second season in the Pacific, to fly home for more design and writing work.

In August 97, James, Hanneke and Jamie left Brisbane, and, after holding some Seminars and attending another Dolphin and Whales Conference, they sailed up the Great Barrier Reef with some friends and on to Darwin.

Unfortunately, they had to wait there for 4-5 weeks to get their Cruising Permit to be allowed to enter Indonesia. It had not been possible to apply earlier, as the Indonesian authorities insisted on having a complete crew list with passports, photographs etc. before issuing a Cruising Permit for the boat. However, we did not know beforehand who would actually be sailing on GAIA. So, for anyone who wants to sail to Indonesia, I would think, that it is worth sorting out the crew well in time before leaving Australia. Latecomers better join them in Indonesia, as it is easy to get a visitor's visa.

GAIA finally left Darwin and sailed to Roti, a small island off Timor, where the Raft, which James and Hanneke have designed, is being built for 'The First Sailors Expedition' - a scientific expedition by raft from Eastern Indonesia recreating the first successful sea crossing by humans to Northern Australia 100,000 years ago based on archaeological evidence from both Indonesia and Australia.

This is what the 'Expedition' booklet says, which I have just received from the organisers in Australia. As usual with expeditions the finances have not been sorted out completely, and the expedition has already been postponed from January to March 9, so we can only hope that the money will arrive. However, this time, it is not our problem. In fact it will give James and Hanneke the opportunity to get GAIA back into the Mediterranean before they get called up as crew



members of the raft - even Jamie will be one of them.

However, I have just heard that they arrived in Bali, after a good voyage with light winds most of the time. There, they will visit TANENUI builder and PCA member Colin Flynn and then, hopefully, have time see there and on some of the other Indonesian Islands some of the many interesting boats, that are still sailing in the islands.

If all goes well with the Raft Voyage, it will probably mean that the return to Devoran of GAIA's skipper and crew, which means also our designers, will be further delayed. Just as well that we had decided that I would stay at home this time to 'look after the shop', as they say.

MELANESIA ~ LETI

The first build article on this latest addition.

Martin Kyne - Lilley and Elisabeth Deckker take the plunge on this new 16' sailing canoe design from JWD. "The trials and tribulations"

Recipe for a land-locked soul - ingredients as follows:
First, after two trips to Cornwall for tantalising Summer Meets (so that's what the boats look like!), take one simple idea - let's build the cheapest, simplest Wharram.
Second, buy study plans for a Tangaroa Mk 4 instead - it's a proper little ship in which to find oneself.
Third, spend the autumn nights poring over charts, playing with Captain Fields rules, re-reading the Baileys and Robertsons and, just to give added perspective, being frightened by the photographs in Adlard Coles' Heavy Weather classic. Next, as days shorten and lengthen, and the only solution to the cruel frustration of being stuck inland is productive action, and after seeing on the back cover of the Sea People a drawing of a little canoe, we sent off a cheque.

Here we are in Cambridge living in a first floor flat. There is no garden. There is no sea here. But we know the river Cam leads to the Great Ouse and on to the Wash, to the North Sea - a cold grey edge of a disappearing world. So, we'll build a boat and sail and paddle her from here to the sea!

The plans arrived - two sheets of plywood are all that's required - so seductively simple. A replica of a Melanesian sailing canoe, something which the inhabitants of those islands between Australia and New Guinea needed in order to sail from island to island to tend their growing crops.

We need a small sailing canoe made out of cheap materials. What can you do? The answer for them, and we hope for us, is the Melanesia.We bought birch-faced plywood - not so costly as marine ply, not so vicious as cheap far eastern ply (harsh splinters become infected within minutes it seems). 6mm thick has five plies evenly spaced instead of the usual uneven three. Birch has a light pattern of delicate beauty which, we thought, when sanded and varnished, would make a stunning interior. Plan number five was ours. We measured the flat. Our front room is big enough, but the removing of upper floor window frames to take the finished boat out meant a search elsewhere for building space. A very good and generous friend, Valerie, invited us to use her garden. One Saturday in early June, we laid out our sheets of quarter inch plywood and drew in pencil the lines of a boat. We carefully measured in metric only. We bent battens on pins to obtain

(Continued on page 12)

CAT CORNER ~ W. Australia

Port Hedland

An unusual spot, but for Mike Weigh it is his home area. Shallow waters that are ideal for cats.

20 deg S 118 deg E

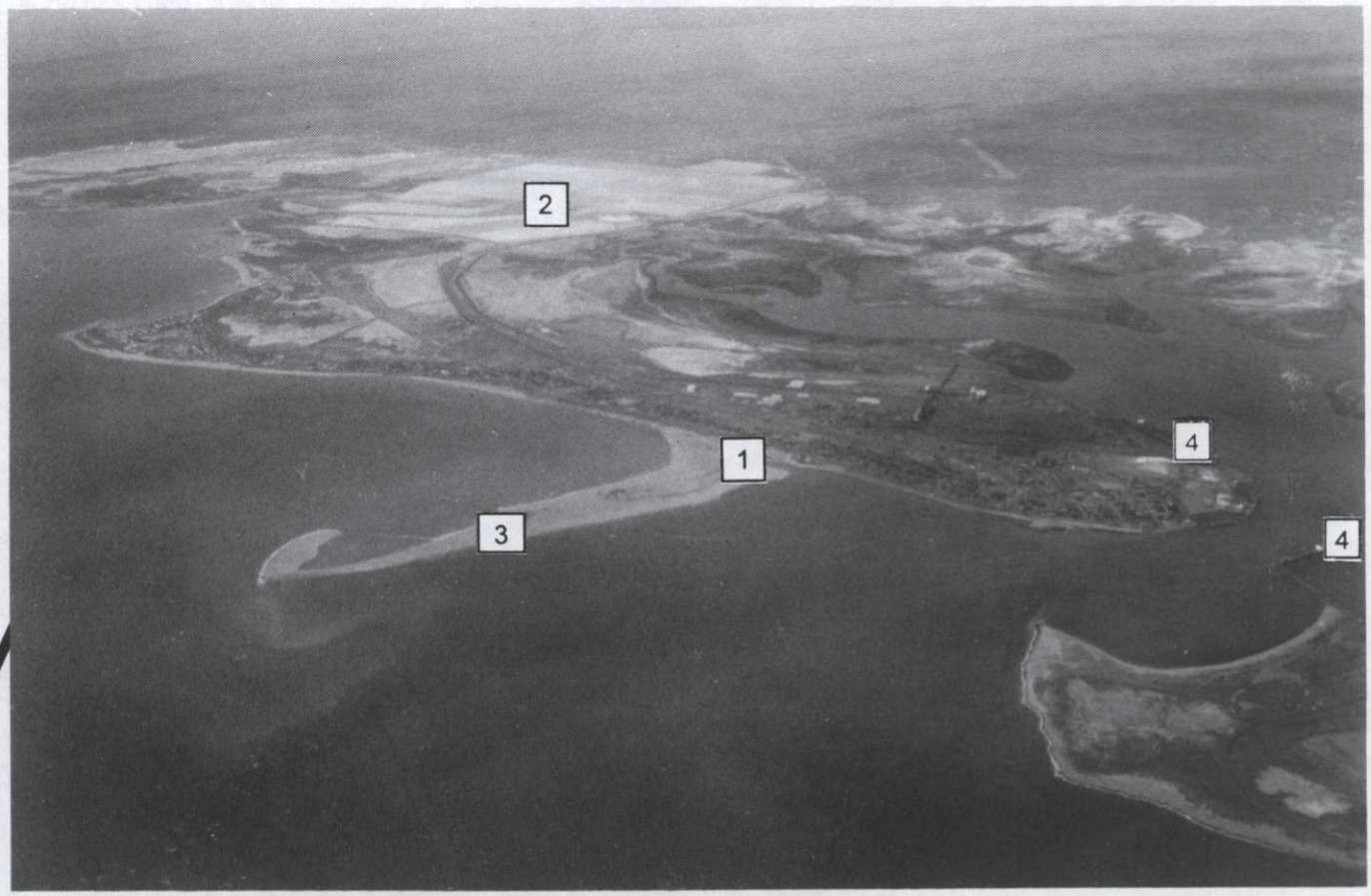
1 - Yacht Club basin.

2 - Evaporative salt pans.

3 - Spoil bank

4 - Iron ore and salt loading facilities.

Town of Port Hedland sprawls in a narrow line along the shoreline across the middle of the photo-graph. It is roughly 7 km long. The population is approx. 7500. South Hedland is about 18km inland , also with a population of approx 7500.



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AUSTRIAN SUMMER MEET

1997 Austrian Wharram Trailer Sailer Summer Boat Meeting.

Gerald Winkler reports:

The annual 1997 'Wharram Trailer Sailer Boat Meeting' took place at the Neusiedlersee, Austria on September 13. It was a sunny and warm summer day and wind was rather low.

In principle good news, but not ideal for the boats which had to sail up to the meeting point from the south. Conventional outboard engines are forbidden at the lake, because it is an environmental sensitive area (see SP 25). Therefore most of the boats are equipped with electric motors. Their batteries are charged by solar panels. This is sufficient for going in or out of a harbour but not enough to push the cat over a longer distance.

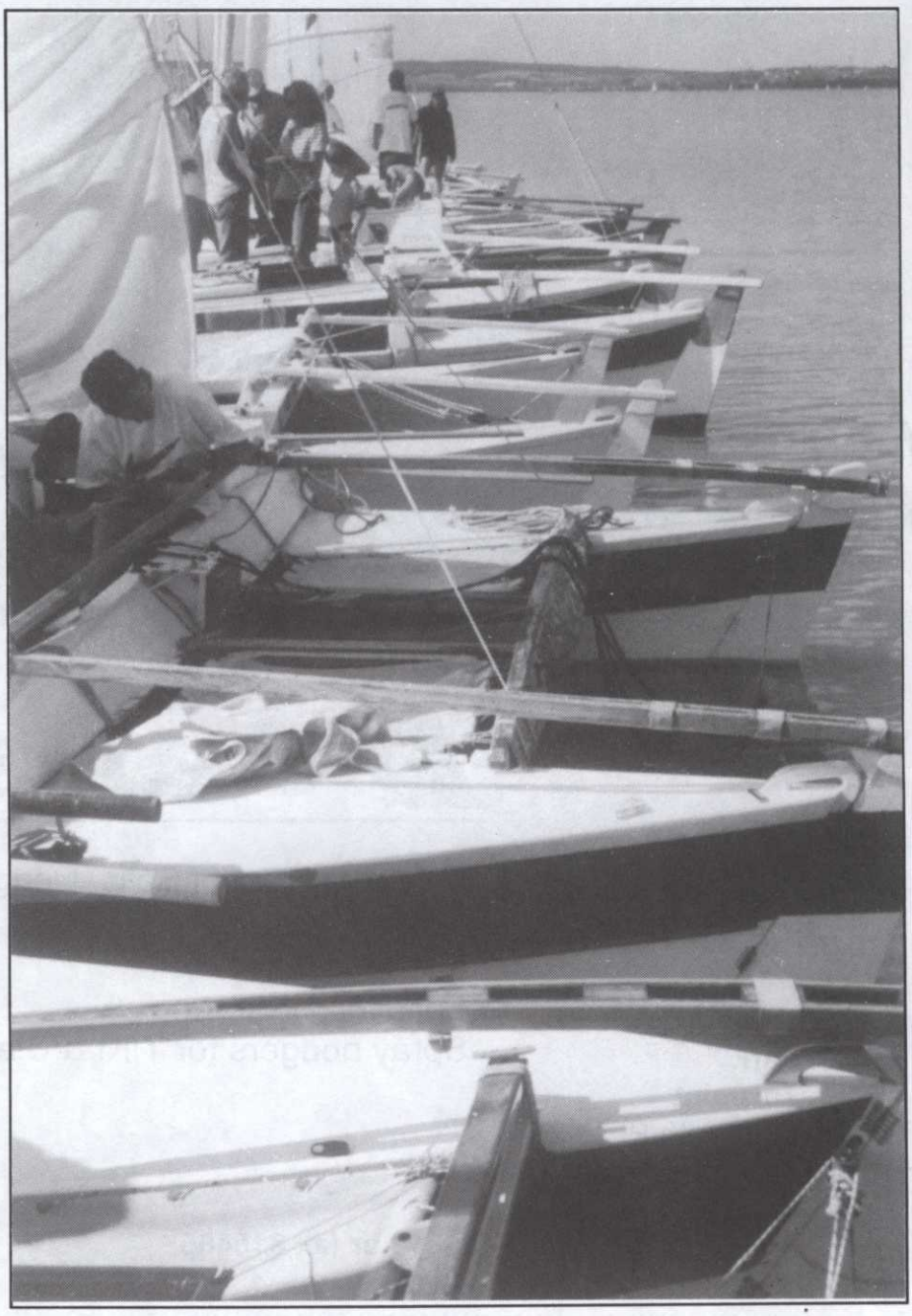
Nevertheless eleven Wharram trailer catamarans made it to the Bauminsel for the raft up. Some attended the meeting for the first time, like a Swiss HITIA 17. She was towed more than 1000 km just for the meeting by Ives Gauiter.

Water temperatures were around 20°C and people simply enjoyed the sun and swimming around the huge raft. The beautiful weather shifted the emphasis of the meeting from sailing towards a more social, laid back event, quite the opposite to last year. Lots of stories were around, many generated by this years unstable summer weather in central Europe (the Azores high pressure system did not develop as usual). Here are some flashlights of some of the stories:

TIKI 26 'Muckefuck' (all cool down!, this name stands for 'cup of lousy coffee' and has a real serious background) lost her mast in a blow this summer. The mast was built very light like others here using some kind of strip planking technique, but have had already a slight damage before. She also got a new stern ramp lashed to the beam, which looks nice and the children enjoy it very much.

A sudden night storm let 'Two Huskies' drag her anchor. She was blown into the reeds of a lee shore. Her crew had no chance to stop her or sail her free. She survived the heavy pounding (no rocks) for many hours without damage and was rescued the next day.

To complete all these horror stories, Robert Wayand (TIKI 21 'Mahana') told us in his humorous way the old TIKI 21 capsize story of Gerhard Sokol coming to the conclusion: 'if you don't put in a reef when you really should because you are paralysed by the ultimate speed of your cat, never go down to get your beer out of the leeward hull....always have some in the windward one as well'.



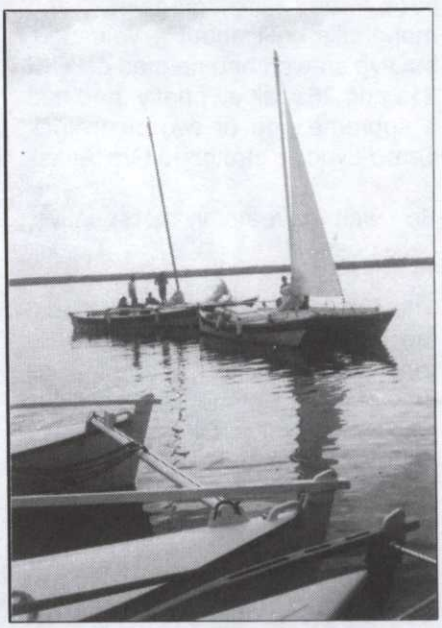
Good news from the building sites. Next year we shall see the launch of Cal O'Neils TIKI 30. The boat is already completed with some help from sailing and building guru Helmut Rieder. Helmut's beautiful 'Aura' is still faster and pointing higher than any other TIKI here. The Neusiedlersee crowd is also longing for Helmut Bayerls christening party of his PAHI 26 and maybe we see David Wagners TIKI 21 'Vaitea' here if he keeps his building pace and promises.

A couple of polycats were trailed to the Mediterranean this year again like Fritz Studnickas TIKI 26 'Fridoja' and PAHI 26 'Aquarius'. Both were sailing in Croatian waters (Adriatic Sea).

Also interesting to hear Otto Urbaneks story. They were cruising with TIKI 26 'Tamata' in the lagoons of Venice (Northern Adriatic - Italy) and had a close call near Bibione with a tornado (!), which left a very narrow but significant track of destruction. This is not the first report of a tornado in this area.

This summer we trailed 'Kananaskis' to Italy and sailed to Sardinia (Western Med). We were quite surprised of the many different faces of the island (e.g. crowded Costa Esmeralda and empty Cala di Luna). On our way back we spent some time exploring the interesting, but challenging islands in the Strait of Bonifacio. Quite suddenly after the meeting a coldfront with gale force winds and rain hit the lake. Some yachts out ran into trouble and the water police were pretty busy. But all Wharrams had a safe and finally fast way home to their various harbours. Some of the crews concluded the meeting late at the cosy waterfront restaurant in Breitenbrunn.

For June 1998 a two day Wharram catamaran boat rally is planned around the Neusiedlersee and may be across the border to Hungary. As it looks now, plans for summer 98 of the trailer cats are circling around the Ionian Sea (Greece) and one TIKI is looking for a deck hand for the way down the Adriatic (500nm). Our 5th annual Austrian PCA Wharram Trailer Sailer Boat Meeting is again scheduled for mid September.



WINTER MEET

Email from: Gerald Winkler 9 Dec

We had a very good Wharram - PCA meeting here. Lasted from 4pm until 1 in the morning. Lots of people, also many new; copied PCA membership applications to those interested. Keep me posted if successful.

As you wrote recently interest is shifting from the trailer boats toward the bigger ones. We had now owners of Pahi 42, Narais and Oro here, also two Trailer boat skippers are currently building 38's now.. Isn't it strange for a landlocked county like Austria?

TIKI 30

Pre-build Sailing in Africa!

Ben Mullet starts his TIKI 30 build project with a sailing safari holiday on Lake Kariba, Zimbabwe in one of the first batch of TIKI 30's ever built. His report tells all!

Oh whoo... I'm only a novice TIKI sailor, and other disclaimers. Most of my sailing experience was way back, and in dinghies and monohulls until about a year ago, but I've crewed and helmed on TIKI 21s and 26s, albeit briefly, and had a supreme ride or two on Patrick Orme-Lynch's stretched Oro 'Alias'.

So, with caveats in perspective, here goes....

The first taste is with the eye, and the TIKI 30 is a typical Wharram, in that the reality exceeds all drawings and photographs. They just look "right". Other designers eat your hearts out.

The practicalities are well catered for, with adequate room for Olly (5'4", 120 lbs.) and me (6' 2", 220 lbs.) to get about, get in and out without difficulty, sit, sleep, cook and ablute in comfort without conflict or head bumping. To put the bending and such into context, Olly and I add up to well over 100 years of life between us.

One of my needless concerns was a 'double bunk' in a hull only some 4 feet wide. I normally like our beds a lot wider. In practice, no problem, since a shore side bed tips you out if you get too close to the edge, but there's plenty of room to roll about in a four foot bunk with sides.

Headroom wasn't a problem either, since one naturally sits where it is low, and can stand in the open (or half-open) hatch if standing is required. Feels HUGE compared with a TIKI 26, never mind a 21.

An adult could sleep in the forward single berths, and could be happy bunking there, but I'd be careful about who we invited on that basis. Some people might not be happy sleeping forward, but adventurous children of all ages would think it a great idea.

In any temperate weather, the cockpit floor makes a fine double bed under the stars (with a lilo or whatever), and the genius ingenious shielded trampoline seating either side is perfect just as it stands for a snooze or even a whole night.

The TIKI 30 on Lake Kariba, Zimbabwe

The same trampoline seating will easily take four each side of your table while leaving room for the cooks to perform at the other end of the cockpit, and in the galley without feeling cramped, and allowing free access to the head.

There's room for everything, but we have a concern over payload for a crew of three voyaging across oceans. Three 200lb bodies will need around 200lbs of water each for 'an ocean' or 30 days let's say, there goes half the payload! Now add the outboard, anchors and food.....

We'd have to go for lightweight crew and a hand water maker for extended voyaging, but that's not serious, since we'll be spending the majority of our time day sailing around islands and estuaries in tropic places, with the odd voyage as the seasons change.

Sailing.... Ahh well... this is a Wharram, and no mistake. Just occasionally (remember our lack of experience) we'd find the sweet spot, and as Scott Brown says, they go to windward like a witch, despite a slightly baggy main and weed on the hulls. The tiller never needs more than a finger's pressure, with just a hint of weather helm. Delightful.

Self-steering to windward is faultless (for hours) with just a bit of rubber bungee on the tiller. No chance to try long term strategies downwind, but we hope a cruising 'chute with a reefed jib or steering sail (tarpaulin cut to shape) sheeted amidships for bungee-to-tiller steering may work. I have faith.

They run straight these boats, and

still manoeuvre well in tight corners. Not dinghy-like spin-on-a-coin, but turn OK in two lengths, maybe a bit over. Watch the tillers when motoring (or sailing) astern! They can go over-centre and the bungee is there to limit travel. We'll use a nylon line for this, I think.

The motor was a Honda 9.9 hp. and the least loved item aboard. It worked OK, yes. But I don't love motors on a sailing boat. Ours will have a lighter, smaller (5hp, big prop) Johnson longshaft, and we will be seeking JWD approval to re-site the outboard like 'half' a TIKI 38, to port and forward in the cockpit. This way it can live in a box, with fuel and battery in the matching starboard box.

One reason for this was that the standard-shaft Honda had a low box mount which splashed noisily on waves, and it weighed the stern down with its fuel and battery. Amidships is best, in our view.

The beam lashings are very neat, but I distrust those trucker web tensioners and prefer a lashing. We also prefer the lashing-type attachments. Ruth and John Barker at JWD kindly provided us with the TIKI 31/26 drawings to enable us to do this. We are not concerned about set-up time, remember! But getting/keeping tensioners when far afield is one more problem. Rope's neat, and we'll have plenty aboard.

Making sail was easy enough for Olly and I, but we'll make it even easier on ours by using a 2-part halyard for peak and throat. Reefing and unreefing should be a really relaxed item for the lightest crew, so a good roller jib is on order, together with a 3-reef main* and a cruising 'chute. *(Ed. Not too sure about the 3rd reef in the Main Ben, a Tiki wing sail reefed that small would be a very poor windward sail - why not consider a Storm Trysail, as used by Beg Beggs on "Sharing the Challenge" in the Single Handed Transatlantic Race).*

We're having reflective strips on the sail head to improve our night-time visibility, and the heavy duty reinforced cloth, too. No skimping!

Some may see a 30 as too small - I can see their point, a year ago I'd have agreed. But the manageability of a light cat combined with the seaworthiness of a Wharram is such a powerful package.

Lake Kariba can blow up quick, and throws short steep seas at you, with reflections off the shores and islands building up quickly and dying away quite soon. After any blow it's quite an aggressive sea, but this never once gave me cause for concern in 'Sanyati'.

Olly (on her first sail as crew) was holding on grimly with both hands and trying hard not to yelp, since the motion was more than she's used to. But it was "Wheeee....!" from me. Heartless Ben. Poor Olly. Whee.

'Sanyati' did hobby-horse, but considering all the weight in her ends, I'm not surprised. With the motor, fuel, batteries, ground tackle, water, ice, beer and BBQs moved from out the ends to amidships there'll be no problem!

Combine that with the ability to feel your way up a creek with a pole and your feet (2 foot draft) and beach where you will, jumping ashore mostly dry-footed and you'll see why we went for building a TIKI 30 now, not a TIKI 38 some day. We both loved the TIKI 38 we saw at Orca in Banket, but I feel unready for the size and weight of a 'small ship' rather than a 'boat'. Maybe later on....

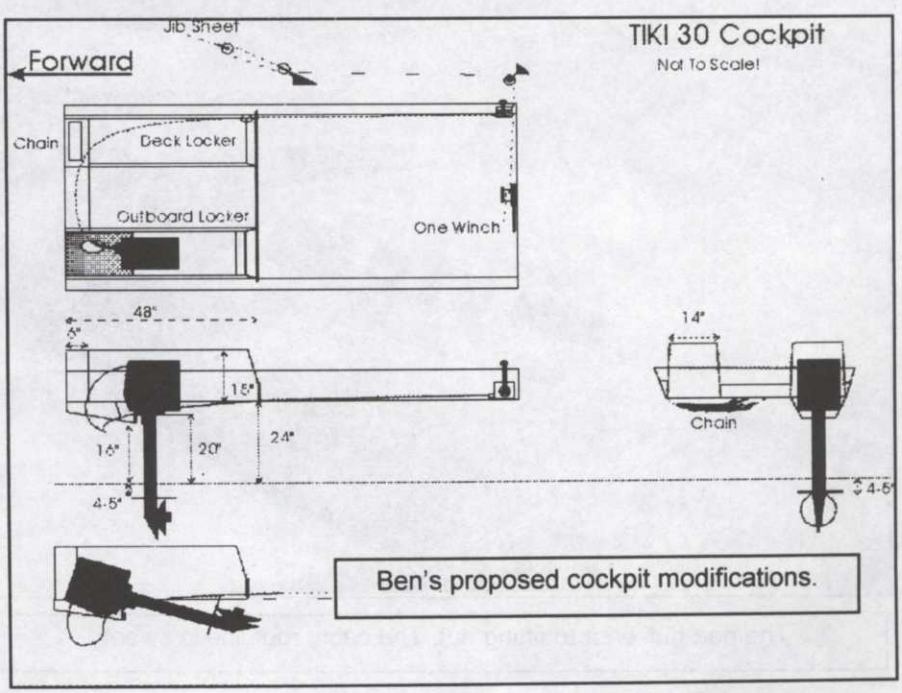
We were quoted good prices on the timber and WEST materials by Robbins Timber, who delivered on time and sent support from Wessex Resins to advise us - very fortunate, since there's too much microlight filler in the parts list, in our view, and we misread the need for 407 filler. It's not optional! Peel ply is 200 pounds a 100 metre roll, but it will probably save us double that in sandpaper and time.

We have all the materials, and have just built (cobbled? bodged? it was our own design...) a ply dinghy for practice (just as well!) then we'll do cockpit, rudders, beams, and bits like that until we're properly played in with epoxy wood. Then two hulls in a trice, and break for Christmas! (We wish..)

Finish will be 'good workmanlike' and not that glossy. I get itchy when people talk about 'Yachts and yotting'. Boats are my preference....

Wish us luck!

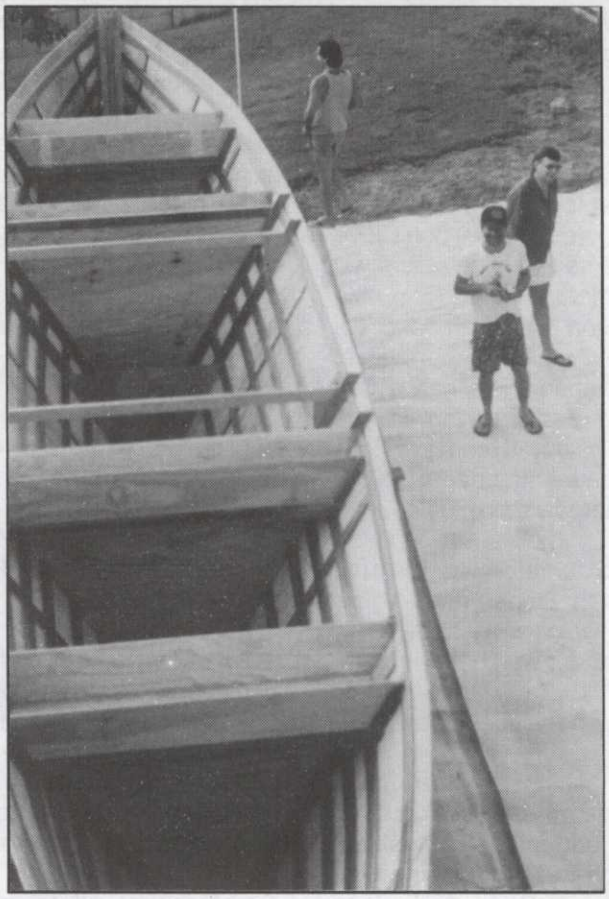
(Ed. Those with email may well have read this report already, but they won't have seen the diagram Ben has now sent us to go with the words.)



Ben's proposed cockpit modifications.

NARAI MKIV, Plan Set no.1.

Des Kinnear becomes the latest owner of this first set of plans....and he builds it (at last!).

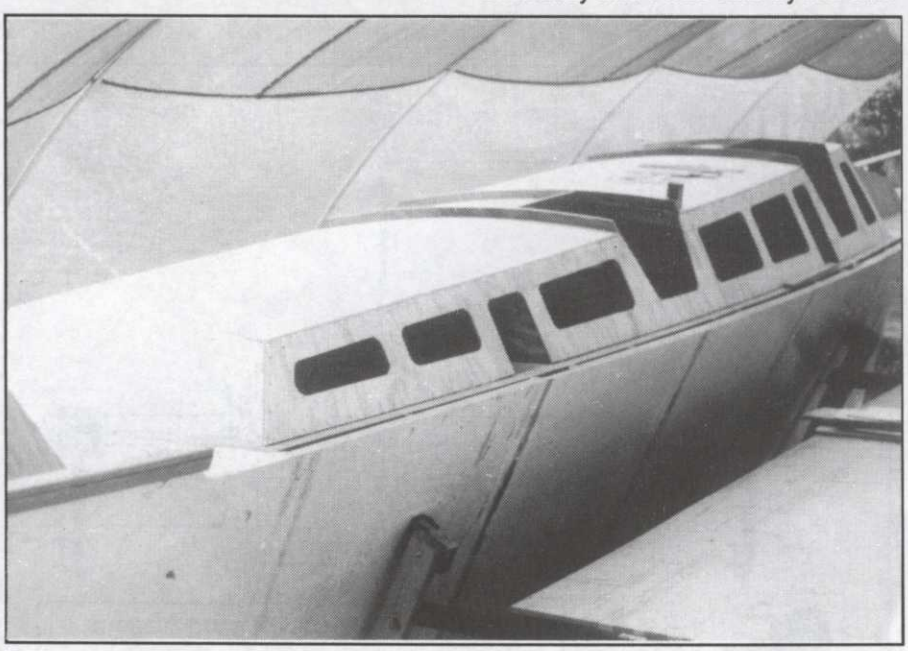


The Plans

The first set of NARAI MK IV plans were sold in March 1972 to a Mr Colin de Ruig of Durban South Africa. He had to wait about two months for the plans to arrive as they had not been completed. I must have been 8 years old at this stage. The plans changed hands twice, ending their journey with Lawrence Moorcroft of Durban, who spilled many cups of coffee over them over the next 15 years.

Getting Direction

In 1992, after dreaming since childhood about cruising Pacific islands, it was time for me to build, and the decision as to what to build came fairly easily. A work colleague and friend, Geoff Cronje was always trying to convince me that the boat to build was a Wharram, and at first his words were falling on deaf ears as it wasn't even my intention to build a multihull. After all, I had never heard of or seen a Wharram, and what was really off-putting was that he described it as an overgrown Hobie Cat. I sent away for the study book anyway, and at the same time I sent away for the Roberts study book. The Wharram book arrived first, with impressive efficiency and I was sold by the end of that day. A week later when the other study book arrived it ended up in file 13 - Geoff put me in touch with Lawrence who, by this time had designed and started his Ellipse 13, and was not going to build a boat from those plans anyway. Three days, 300 km, and RI000.00 (at that stage the exchange was six rand to the pound) I was the fourth proud owner of the plans for NARAI MK 4 No.I which by this stage was twenty years old.



The port hull prior to fitting out, The cabin roof line is sweet!

I had to give my solemn word that I would build a boat from these plans...this century (it could possibly be complete next century). I have been building for almost four years now, and Lawrence religiously visits us to make sure we are building "his" boat properly.

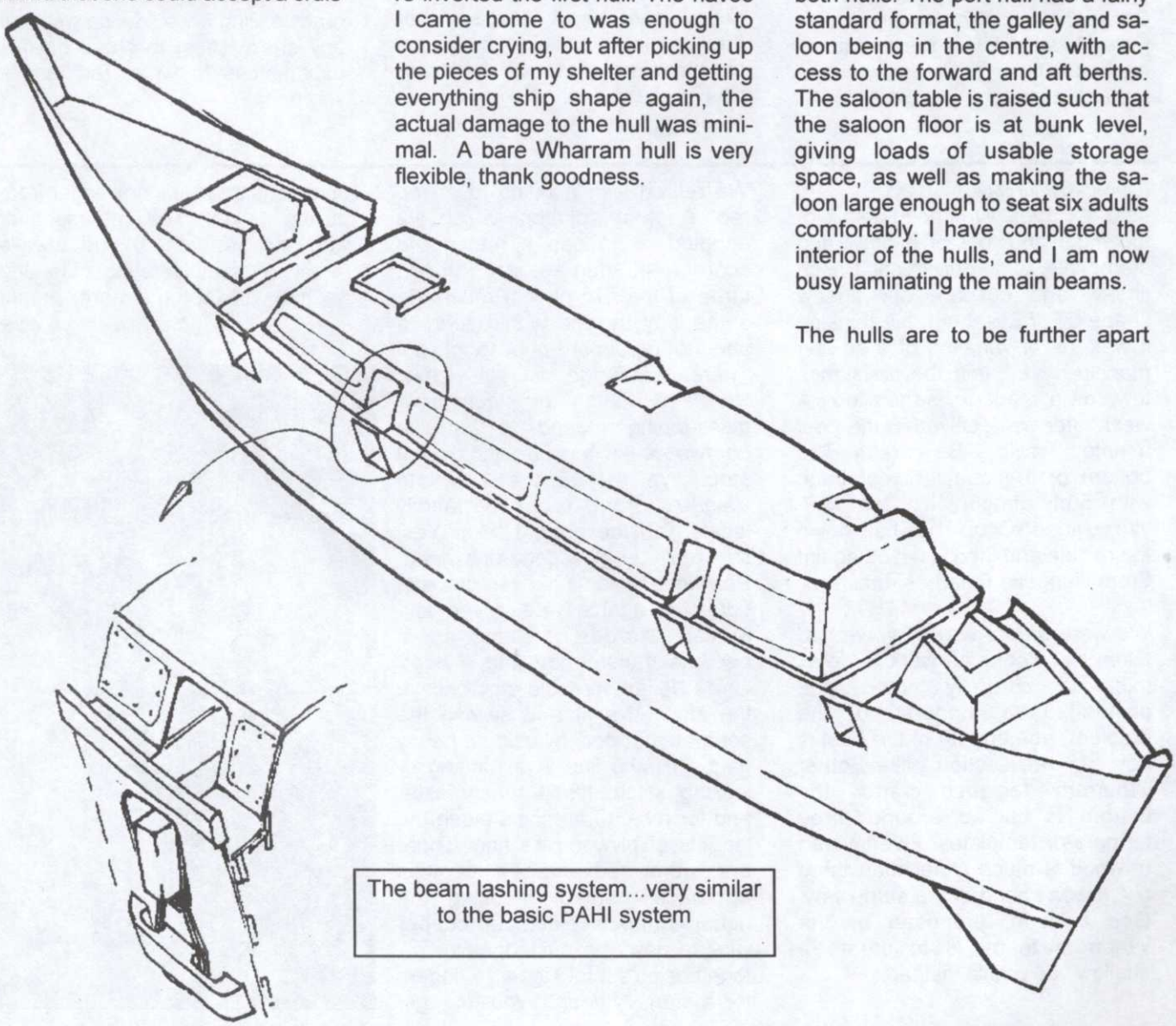
Building

It was time to start building after striking up a deal with Alison that she was allowed to start having children when I started building, the intention being to cruise with children. I sold my microlight and used

the cash to buy all my timber and ply. Work began in May 1993, after Alison and I spent one and a half months cruising Madagascar on Rapa Nui, Hans Klaar's TEHINI. This was great, because Alison found that she could accept a cruising life, and I decided what I did and didn't like about the design. The first hull took nine months to construct, and the second four months. Two weeks before the turning of the second hull, a wind of 120 knots re-inverted the first hull. The havoc I came home to was enough to consider crying, but after picking up the pieces of my shelter and getting everything ship shape again, the actual damage to the hull was minimal. A bare Wharram hull is very flexible, thank goodness.

From here on, I have deviated from the plans considerably. The Wharram community here just haven't decided if I am building a NARAI-TIKI or a TIKI-RAI. The forward and aft decks don't have the standard hatches but rather a small cabin roof. The front compartments are bunks and an adult can now sit up in the bunks with just enough head room. The aft compartments are a workshop (in the port hull) and a head and basin (in the starboard hull). The main cabin roof extends over the forward and rear double berths. In the centre of the starboard hull is the main cabin with a double berth 1.35m wide by 1.9m long. This berth is raised and overlaps the aft berth which is separated from this cabin and has its' own entry in the cabin roof above it. The forward berth has been cut in half with a chart table making up the other part of that cabin. A hatch has been placed over this cabin on both hulls. The port hull has a fairly standard format, the galley and saloon being in the centre, with access to the forward and aft berths. The saloon table is raised such that the saloon floor is at bunk level, giving loads of usable storage space, as well as making the saloon large enough to seat six adults comfortably. I have completed the interior of the hulls, and I am now busy laminating the main beams.

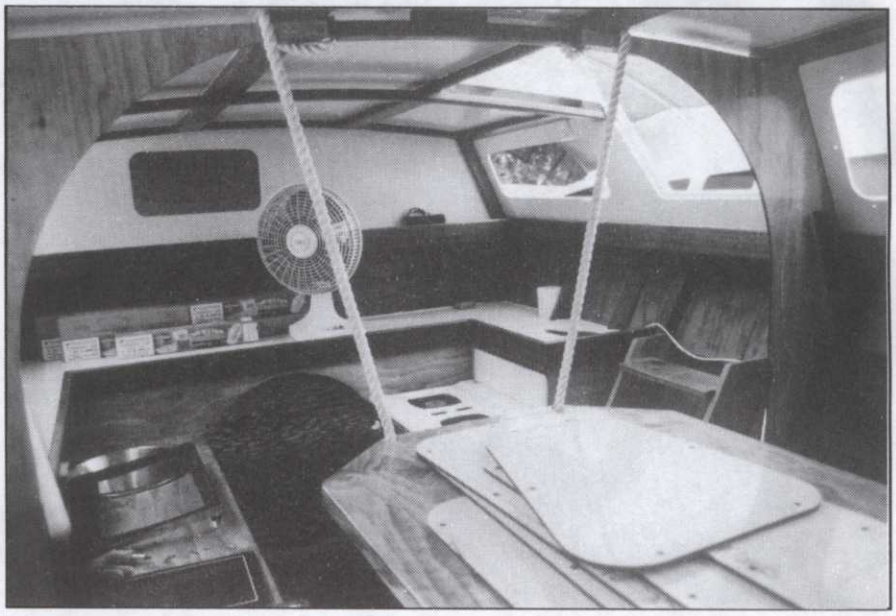
The hulls are to be further apart



The beam lashing system...very similar to the basic PAHI system

bringing them in line with the aspect ratio of the more modern Wharrams, and the beams will be roped on instead of the traditional rubber mounts. The rudders and tiller arms have been constructed as well, and they will also be roped on in the TIKI style.

I have to still construct the centre deck which will have a cockpit pod similar to the TIKI 38, and I will definitely use the schooner wing sail rig similar to the TIKI 38 and GAIA. All a need is a copy of the rig details of a Wharram that does use this rig, and I will adapt it to suit my needs. I still have to construct the hatch covers for the hundreds of entries into the hulls, and I must still mount polycarbonate over the hundreds of windows in the cabin roof (I like lots of light and air, but I am told that 1' should also get used to lots of unwanted water.) I must also make an outboard bracket, two masts and the fittings for the rig. Oh yes, I will also make my own pulley blocks. I like the traditional methods of using pulley advantage, rather than having winches.



Conclusion

I hope to have my dream floating by the end of this year. It should be complete in under 3500 hours and under R9,000. I have kept a detailed record of expenses and hours spent, and I must say that the estimated building hours on the plans are not far off the mark. I have heard a lot of people comment on the time estimates... I hope those people have not included cleaning and nose picking time as part of their building time. So far I have spent R10,000 and still have to buy sails, lift raft, outboard, and radio. I enjoy the magazine, and envy those people already sailing. I would also welcome any one wishing to share building experiences to write. (address in yearbook)

(Continued from page 4)

natural curves. We traced details of the head and foot of a prow and stern. We took our trusty Bosch jigsaw and cut out our jigsaw shapes. For Elisabeth, the thinking it was just a variation of a sewing machine overcame the resistance towards a made-for-a-man tool. A week later we received in the post a note. It said - Be careful. The bottom of the boat will not bend with 5-ply timber, it's too stiff. We've tried. Chop it in half down the middle and then join it up again! From Hanneke & James. Blast!

We were on our way now, we had taken two weeks off work to do all this; so carefully timed and planned. We understood the problem - the bottom of the boat is not a vee-section like other Wharram designed craft - the bottom is curved around three formers or templates. Five layered plywood is much stiffer than three ply. It won't bend in the same way. One solution, proposed by the Wharram team, is to create a shallow vee profile instead.

We retired with a bottle of cheap red. Another solution, which we adopted, is to use a router and score a 45 degree slot through three of the five plys in much the same way as one would score a sheet of cardboard prior to folding. Thereafter, fill the slot with epoxy. No extra cutting, or stitching or glass-taping needed. In June, in our two weeks, it rained and did not stop. We moved the Leti into Valerie's front room - handily located on the ground floor. Yes, she really is of a generous heart. Polythene was laid over carpets, sofas and a table were moved, and a calm, ordered sitting room became transformed into a boatyard. Neighbours did not believe the story. We started sewing the separate cut-outs by using a heavy gauge fishing line in a running or locking stitch. It's a much faster and for most of the joins along the lengths of plywood it's fine. There are other advantages of this approach instead of using the usual stripped electrical copper wire to sew the cut edges of ply together - it's a lot kinder to fingers for a start. Although, you may get abrasions on your index finger from pulling it tight. The cut edges of wire are very sharp and always result in small irritating cuts and gashes. In hotter, more humid

(Continued on page 26)

PAHI 31 ~ GADZOOKS

Round Britain cruising in stages.

Robin Graham gets to grips with his PAHI 31 Gadzooks.

In June 97 I set off from North Cornwall on my recently acquired Pahi 31 "Gadzooks". My initial intention was to circumnavigate the UK mainland anticlockwise, this summer, however this wish was curtailed by lack of funds, time, unhelpful weather and the logistics of sailing single handed.

My journey stopped at Berwick-upon-Tweed (East end of Scotland/ England border). This happens to be my home town so with £17 in my pocket and nothing in the bank I decided that this was as good a place as any to drop my hook. Sadly no job was forthcoming and winter began to set in so I decided to retrace my steps to Dover where there seemed to be more work available and an opportunity to carry out much needed maintenance on my long neglected vessel.

I have found single handed sailing to be an excellent medium for testing my metal and has been very interesting in teaching me about solitude, self reliance and that my limits of endurance are much further away than I had imagined. It has been very interesting and I thoroughly recommend it to anyone wanting to stretch themselves and enjoy a rewarding adventure.

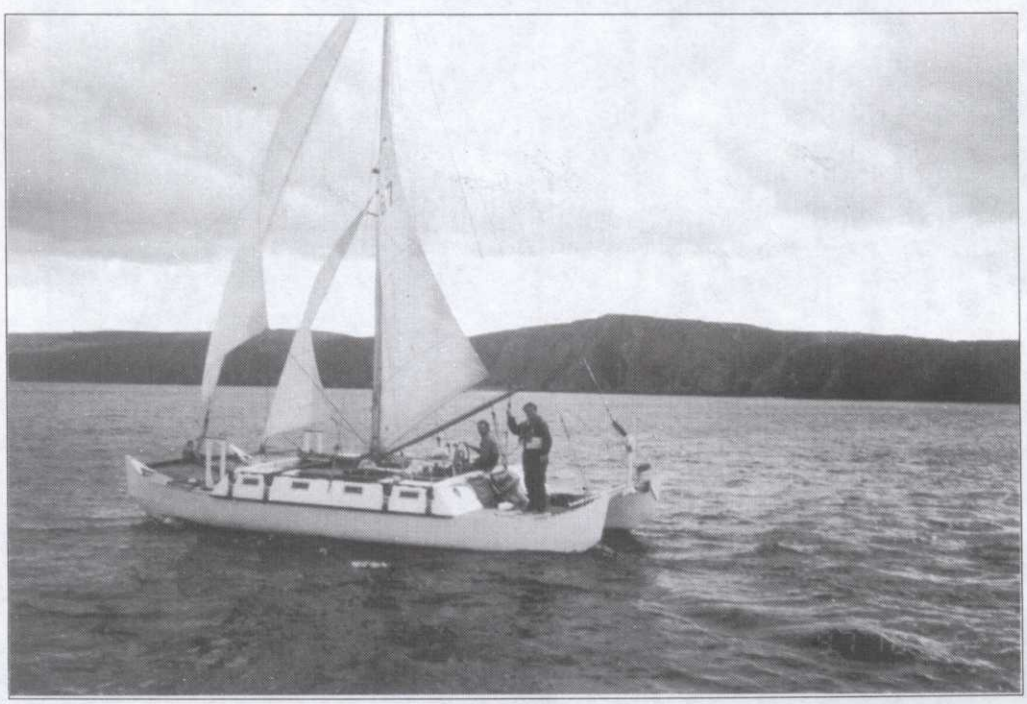
During this coming winter refit I will be looking into the possibilities of reorganising Gadzook's layout so that essentials such as instruments, charts, communication and shelter can be more accessible from the helm. This should dramatically increase the boats suitability for single handing and for longer passages.

I find that my boat won't sail close enough to the wind to make reasonable progress against a headwind. The cost of running a two-stroke outboard is probably in the region twelve times the cost of using a diesel auxiliary, not to mention the added fallibility, the need to carry considerable quantities of volatile liquid, and the pitiful contribution to battery power. If anyone has any ideas on fitting a diesel installation I will be interested to hear about it, (I hear muffled calls of "It's a sailing boat try the sails") Oh for an ideal world!

I would also welcome any suggestions on how to modify the front cabin ventilators so as to allow generous ventilation without the sea coming in to visit when struggling to windward in rough conditions.

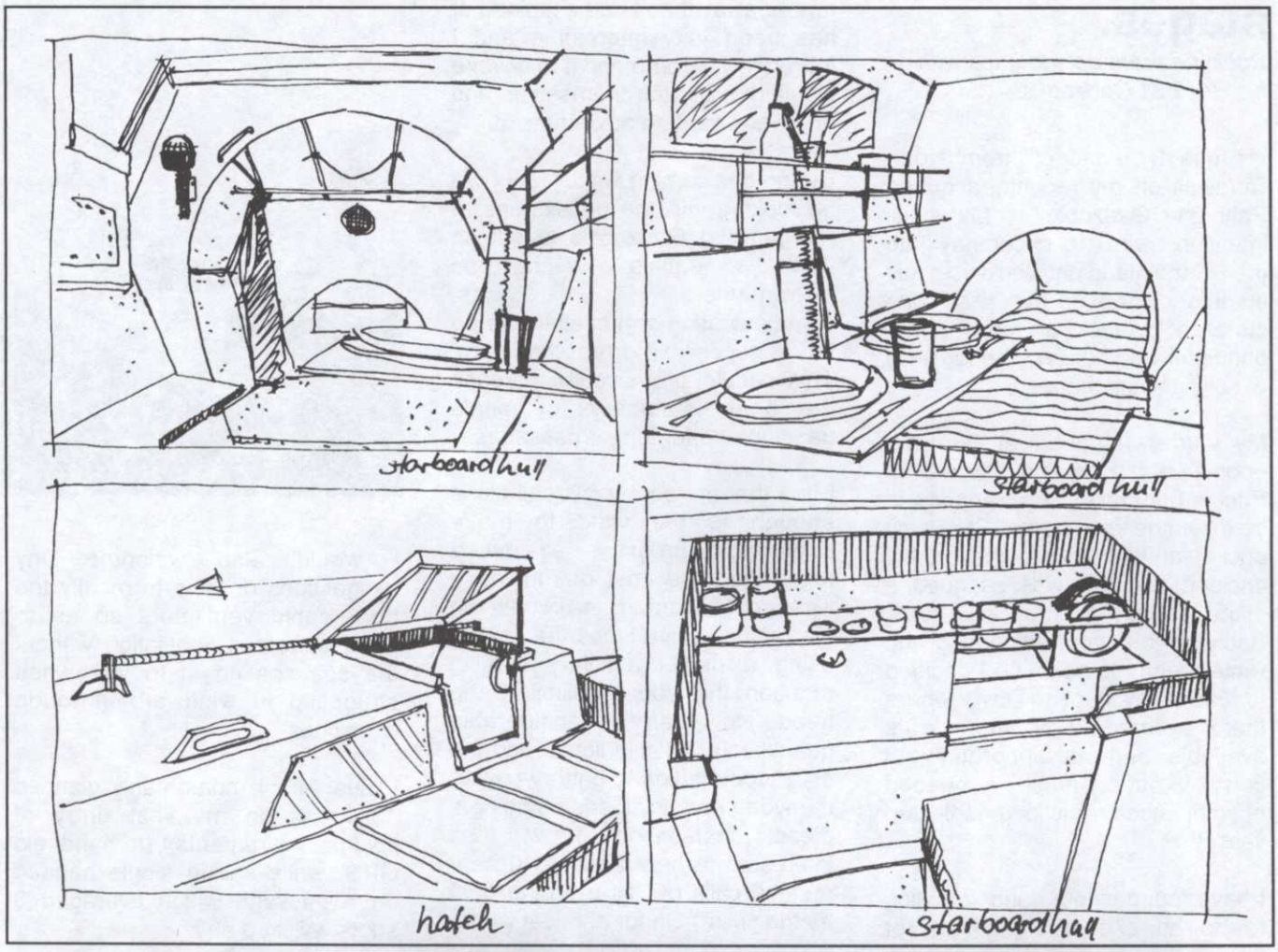
Incidentally I momentarily glanced 18 knots on my vast array of cockpit instruments, (a handheld GPS) while sailing single handed on a passage which averaged 8 knots. Wicked eh?

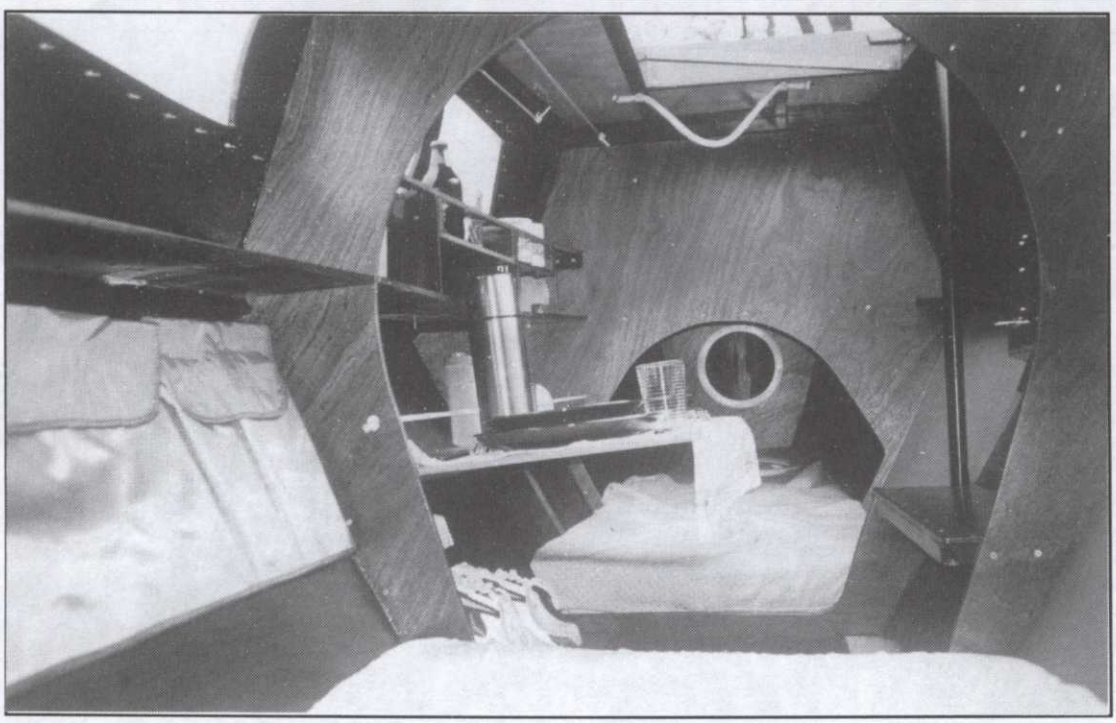
Happy Sailing.

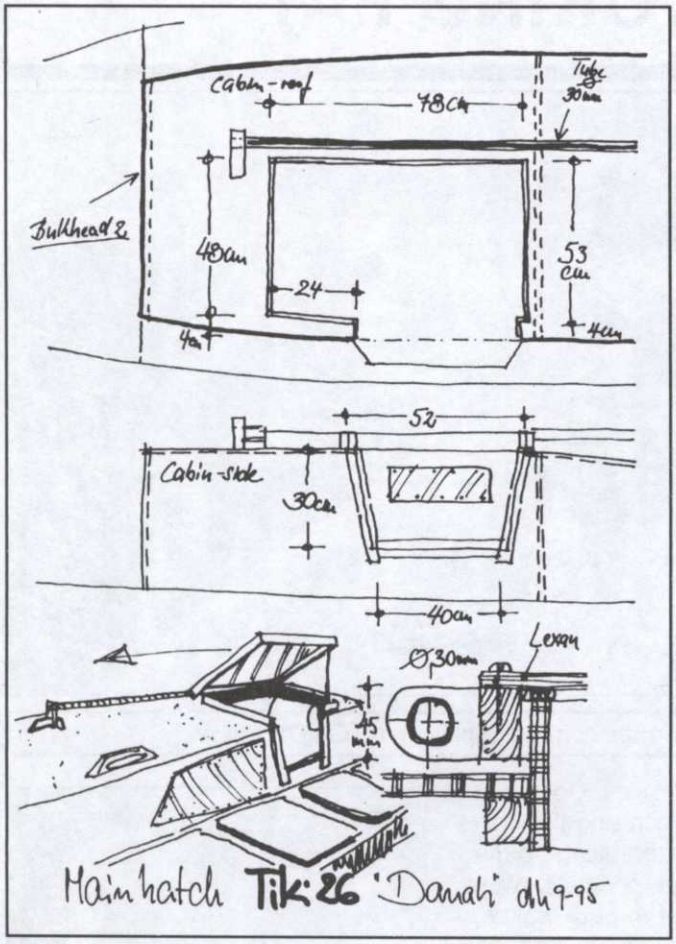


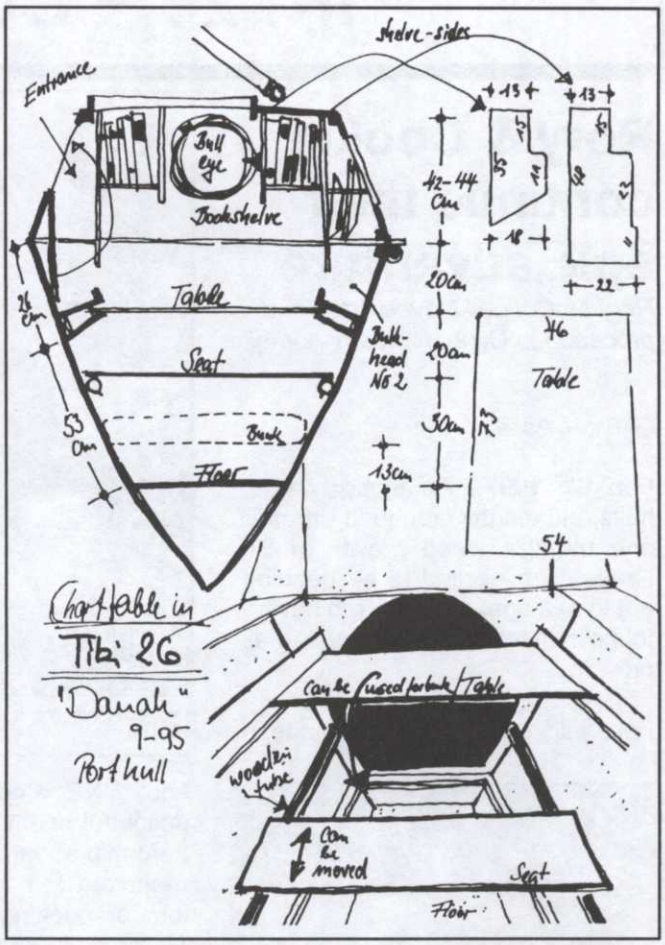
TIKI 26 German Style

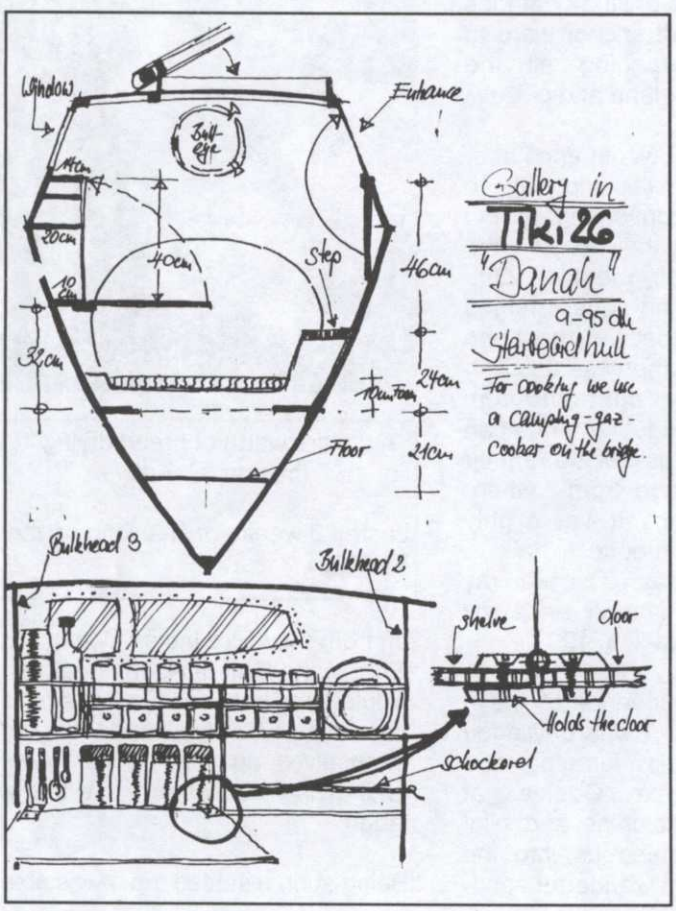
For those of you who spotted the deliberate mistake in the last edition, Dirk Horstmann is German. This edition we look at his excellent sketches and photography that describe the hull accommodation. Another feast!

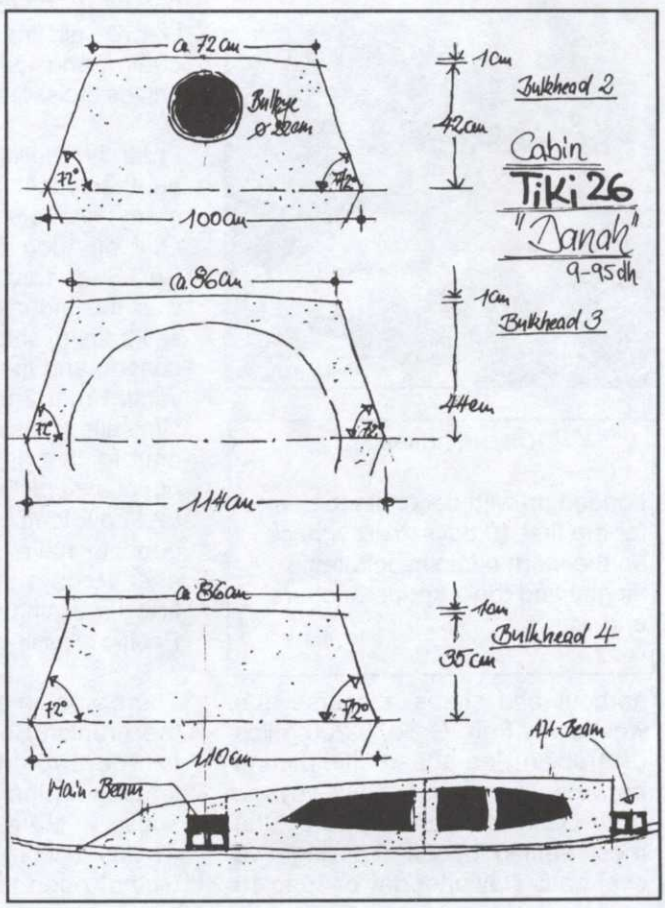





Cabin-roof
48cm
Tube
30mm
Bulkhead 2
48cm
24
53 cm
4cm
4cm
52
Cabin-side
30cm
40cm
Ø30mm
Lexan
15 cm
Main hatch Tiki 26 'Danah' dlh 9-95

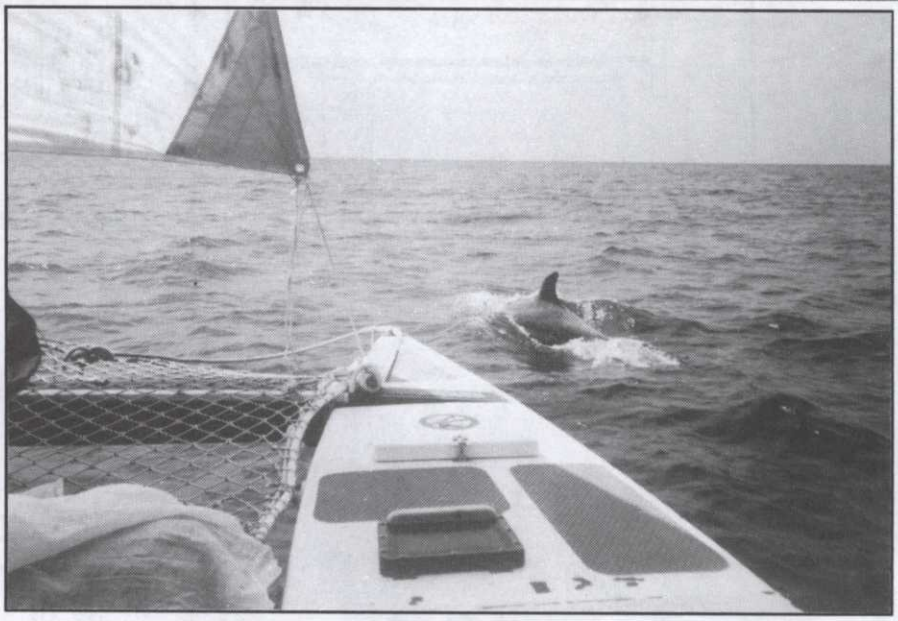

Entrance
Shelve-sides
Bull eye
Bookshelve
Table
Seat
Bunk
Floor
Bulk-head Nr 2
42-44 cm
20cm
26 cm
53 cm
20cm
30cm
13cm
46
Table
54
Chart table in Tiki 26 'Danah' 9-95 Port hull
Can be fixed for bunk / Table
wooden fixe
Can be moved
Seat
Floor


Window
Entrance
Bull-eye
Step
46cm
24cm
21cm
32cm
Floor
Galley in Tiki 26 "Danah" 9-95 dlh Starboard hull
For cooking we use a camping-gaz-Cooker on the bridge.
Bulkhead 3
Bulkhead 2
shelve
door
Holds the door
Schockorel


ca. 72cm
Bullye ø 22cm
72°
100cm
1cm
Bulkhead 2
42cm
Cabin Tiki 26 "Danah" 9-95 dlh
ca. 86cm
1cm
Bulkhead 3
44cm
72°
114cm
ca. 86cm
1cm
Bulkhead 4
35cm
72°
110cm
Aft-Beam
Main-Beam

Rory & Cookie continue their epic adventure

Rory McDougall leaves Aden and proceeds to Cyprus...nearly home!

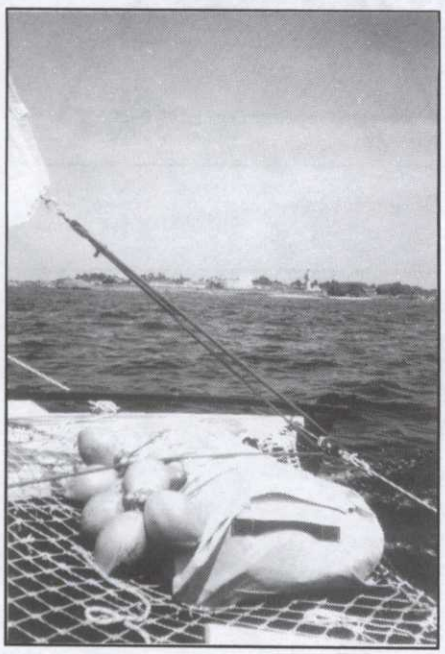


Friends coming to play in the Gulf of Aden

GALLE TO ADEN

Feb 12th 1997. All anchor warps, hulls and dinghy scrubbed off after one month's weed growth in Sri Lanka. I'm excited to be heading out to sea again alone, Toto having found himself another boat to sail on.

Farewells to all my friends made in harbour and shape a course due west away from Galle, 2,200 miles of Arabian Sea ahead shimmering between the bows. This voyage from Galle to Aden has to be the most settled ocean crossing I've ever had. Day after day of 10 to 15 knot NNE winds gives Cookie a delightful beam reach and the only hardship aboard is breaking up the monotony. I kept occupied with lots of cooking of bread, cakes, pizzas etc. and even cooked up some chips one tranquil evening. Read heaps of paperbacks and caught up on lots of little boat jobs like re-splicing the anchor warp to chain and sharpening all the knives, scissors, plane and chisel.

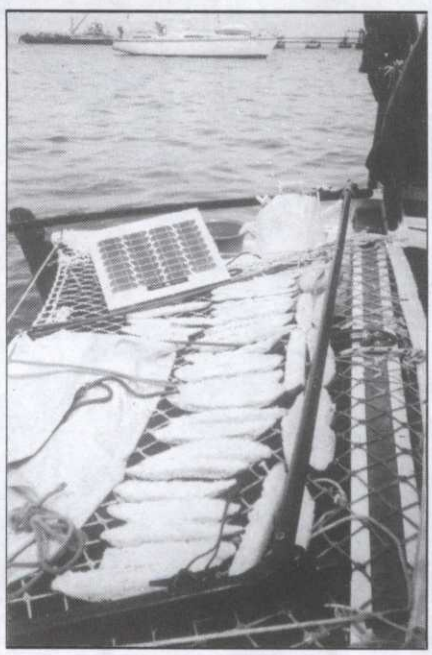


Departing Galle.

Loaded up with coconuts to drink for the first 10 days. Yellow pack on the stern contains inflatable dinghy and the 2 kedge anchors and warps.

I had the feeling I would encounter another yacht on this trip with so many cruisers converging at the Gulf of Aden on their way to the Red Sea. I actually met two! One was the Indonesian square rigged sail training ship that went past one sunset, and the other was a British yacht I met 2 days out from Aden. We sailed close together for half an hour to chat and ask all the regular questions of 'where from', 'where to', 'how long', etc. It was mighty good to have someone to talk to after 15 days at sea. This was my first time single-handed since my Pacific crossing back in 1992.

There was an abundance of life in the Arabian Sea. I was privileged to see two Marlin jumping and leaping alongside Cookie at sunset. Many dolphins and pilot whales accompanied us into the Gulf of Aden as a wonderful send-off from the idyllic Indian Ocean. At night in the Gulf of Aden, small fish would stray between Cookie's hulls becoming startled and flinging themselves against the fibreglass until flying out astern. What a laugh!



A dollars worth of bread drying in the sun for 2 days

Lasted 3 weeks of snacking up the Red Sea.

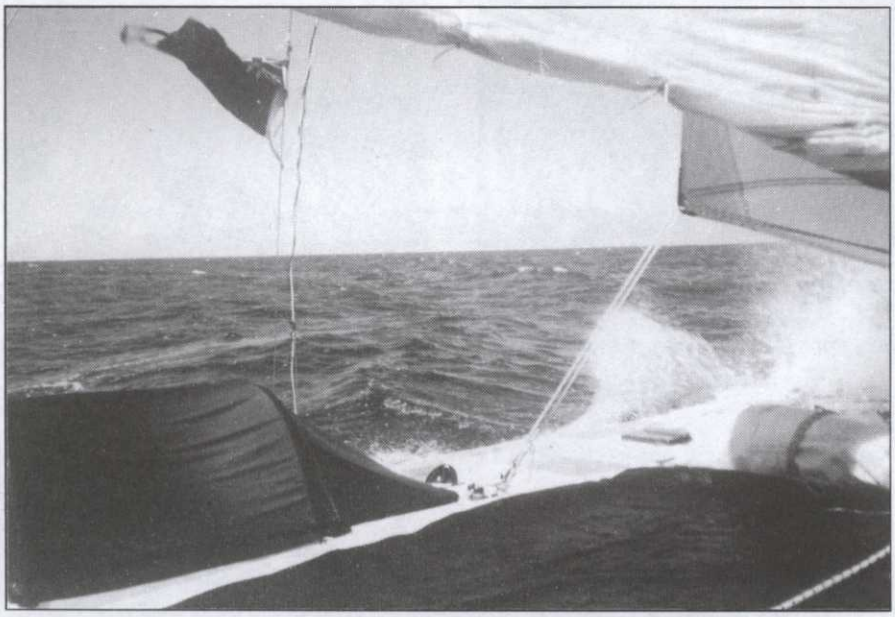
Being such a settled trip, I was able

to brush up on my star navigation ready for the Red Sea, due to occasional unreliability of the sun, it being refracted in the heat of the day. Polaris was my greatest ally giving a quick indication of the latitude.

ADEN. A very enjoyable weeks' stop there, despite being a commercial port with daily slicks of bunker oil to get plastered all over the dinghy and topsides. A handy tip is to give your dinghy a heavy coat of boat wax before launching it into a known oily harbour. Makes clean-up easier afterwards.

This was my first Arab country and a fascinating experience. The call of the Muslim Mosques float across the harbour 5 times daily, the first one breaking the 4.30am stillness! Men in turbans and flowing robes with very ornate daggers slung below their bellies, luckily just to uphold the dress traditions! The women, who are much more scarce in daily life, are seen fully covered up in black robes and head scarves. I was impressed and touched by the gentleness and sincerity of the people which was a fresh change after some of the tourist sharks of Galle.

Aden was a perfect spot for me to prepare for the coming rigors of the Red Sea. I met lots of new friends on yachts and was able to swap charts and courtesy flags with another heading in the opposite direction. All northbound yachts were quite apprehensive of all the horror stories about the Red Sea battle, so we bolstered each other up and gave lots of support for our departures.



Another hard day's sailing in 25 to 30 knots winds.

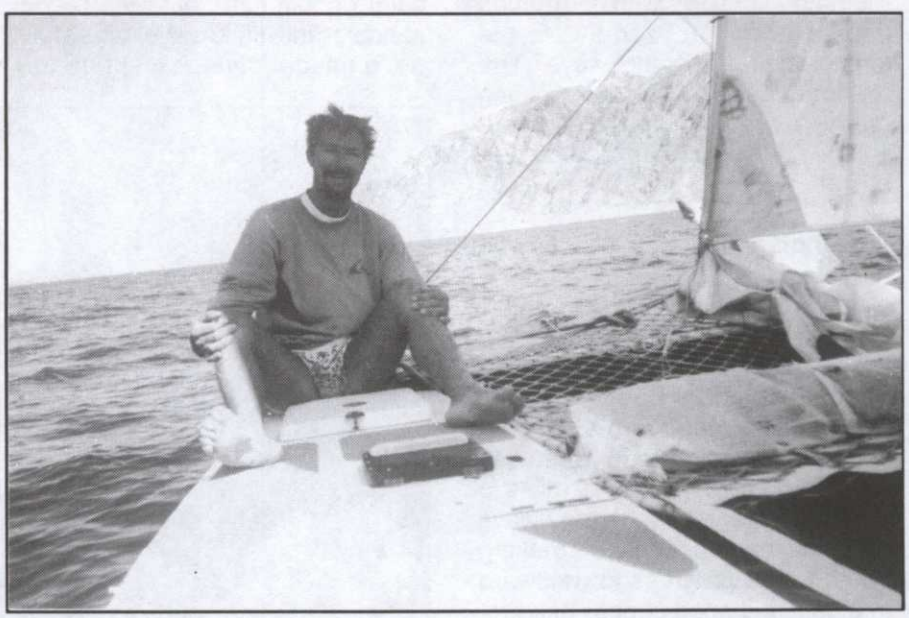
One reef in mainsail. Jib barberhauled in tight with lazy sheet. Sudan Mountains form an impressive backdrop.
You can see why the fore hatches have to be totally watertight. Sometimes Cookie has another nickname - the Red Submarine.

Cookie set off to face the notorious Red Sea on the 9th March 1997.

All psyched up for a tough sail ahead. Three hours out of Aden a metal pin falls onto the tramp and my gaze turns mastwards just as the jib flops onto the deck. A nearby anchorage serves well to pull in and repair the halyard block and scrub Cookie free of weed and oil, making her as smooth and slick as possible.

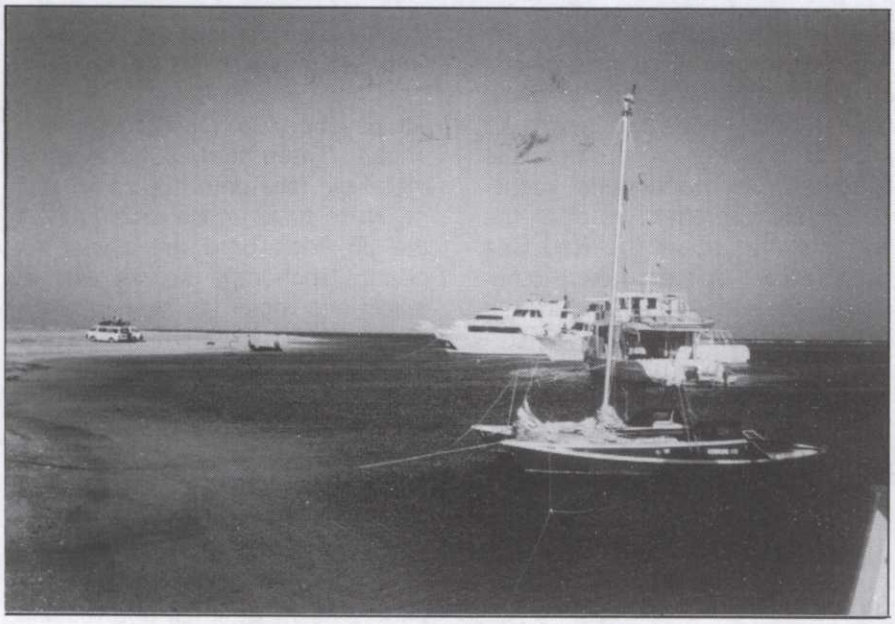
The lower part of the Red Sea lived up to all expectations. 35 knot southerly winds through the strait of Bab el Mendab (Gates of Tears). I hand steered Cookie for 3 days surfing mildly at times and making 10 knot averages. At night, I set a conical drogue astern, hooked Harry up to steer and got some exhausted sleep while Cookie ambled at a nice controlled 3 to 4 knots.

One scary incident happened when I saw two ships stationary across my path one afternoon. I had heard a report of shots fired at a yacht who strayed too close to islands containing a Yemeni military base. Now when I saw the two ships were the Yemen Navy, I feared the worst, expecting maybe to get boarded, searched and roughed up somewhat! However, it all became clear that they weren't lying in wait, but rather a supply



Happy sailing in the Red Sea - once you are used to it!

Note the back up forestay fitted in case of failure in the heavy beating day after day.



Marsa Mubarak - in the middle of the Egyptian desert.

Dive boats offer wonderful hospitality and reprovisioned us for another two weeks!

Big genoa hauling Cookie to windward up the Gulf of Suez.

Spectacular 700 meter high mountains plunge into the sea from the Sinai Peninsula

vessel was refuelling a frigate, and that is why they were stopped. A huge sigh of relief and I felt silly for letting my imagination run wild!

Cookie and I made it to the Eritrea - Sudan border as the southerlies gave way to northerlies and the real Red Sea sailing began. For the remaining 900 miles to Suez, I adopted a routine of long day sails then anchoring for the night to rest after hand steering long hours. This proved to be quite sociable, meeting up with friends unexpectedly in some of the anchorages along the way. The on-board saying at 4am each morning over coffee and porridge was - "Just another day at the office!"

In summary, the Red Sea proved very exciting. I enjoyed the windward sailing and certainly learnt to tweak and trim Cookie into the groove and kept pace with 30 to 35 foot monohulls no trouble! On the whole, winds were 20 to 25 knots but one afternoon we battled into 35 knots for the last 10 miles to the anchorage. Cookie always amazes me, especially making good 4 knot progress to windward in a gale and short choppy seas.

I had a couple of stops to sample the reef snorkelling, reputed to be some of the best world-wide. I certainly couldn't argue against it , it was fabulous.

During the day sailing routine, I navigated Cookie using Dead Reckoning plots of course and distance, not to mention a large amount of eyeballing in reef infested areas. I admit to going onto the coral twice! Both times though, we were leaving from the night-time reef anchorage and not seeing isolated bommies in the low 5am sunlight! Luckily being flat calm I could jump onto the reef in sandals and lift Cookie off safely, no damage done except to my pride! After the second scrape, I learnt to set sail half an hour later when more light gave better eyeballing of the reefs.

One of my first anchorages in Egypt was in a deep desert inlet which serves as a base for the numerous dive charter boats. My first taste of Egyptian hospitality was when several of these dive boats plied me with their left over provisions. I set off again almost better stocked than two weeks

Friends tow Cookie the first mile up the Suez Canal to the yacht club

Outboard trial in Suez.

A very unnatural device to have aboard Cookie

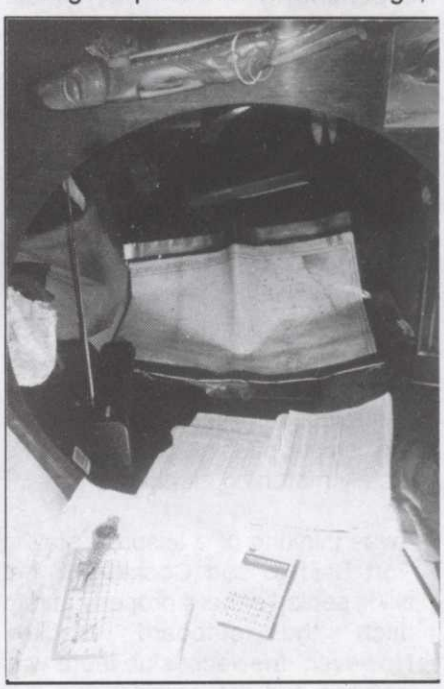
Sharing Suez Canal with the big-uns. Our first pilot steers Cookie while Nikki prepares lunch for us all.

The 10hp outboard propelled Cookie at 6 knots when it was flat calm - 4 knots into choppy conditions. Cookie was very heavily laden with 3 people. outboard, the bracket, 60 litres of fuel, etc. We pulled a big heavy stern wake behind us.

earlier in Aden! The Egyptians seemed to me very concerned that visitors to their country were well cared for and went away with a good impression of their country.

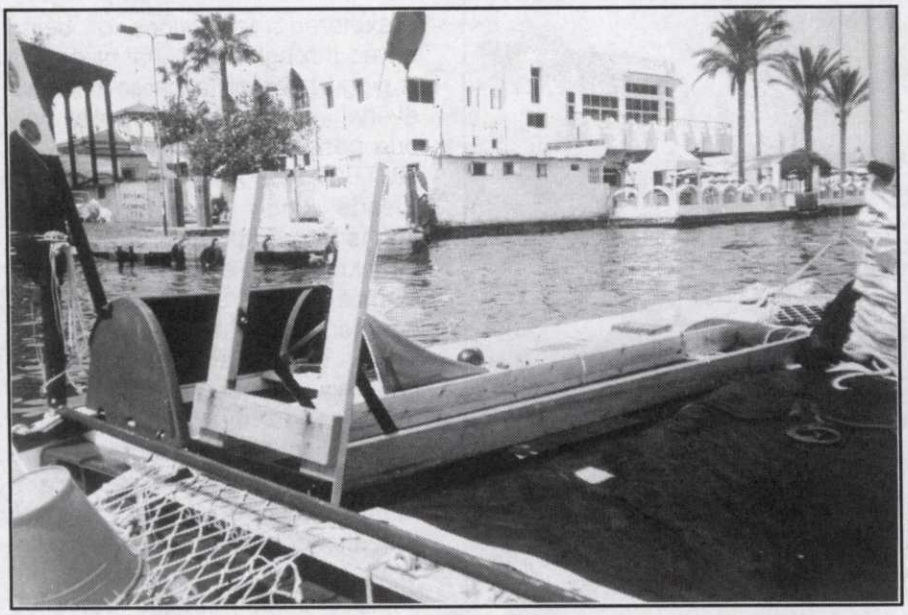
And so! After one month of chipping away daily at the 1300 miles, the port of Suez hove into sight and some good friends towed Cookie for one mile up the famous Canal to the Yacht Club for a good rest. There is a general mood of excited relief by all the yachts arriving at Suez with the trials and tribulations of the Red Sea behind. I certainly felt very tired and enjoyed the relaxed socialising for the first week before getting down to the problem of how to get through the Suez Canal.

I explored the options of being towed through the Canal or getting a piggy back on a cargo ship but everything narrowed down to only one possibility.....Oh no! Not an OUTBOARD! Aaaarghhh!!! Some friends kindly lent me a 10hp Johnson outboard and after knocking up a strong bracket Cookie was all set to be a power boat for 2 days! Well, the first pilot arrives aboard and before we get underway he has hailed a passing dinghy and done a runner! So I chase the blighter ashore and he refuses to go on a boat like Cookie. I jump up and down and raise hell with the agents and another pilot arrives soon after. I'm not impressed after forking out $200 US to get through this blimmin' canal. So the 2nd pilot is nice as pie and eager to catch up on the schedule. The outboard had other ideas however! Half a mile up the canal, a total electrical failure deems the bastard motor lifeless! Nothing for it but to sail back to Suez and I give the pilot a cuppa tea as consolation. Mutter, mutter, outboards, mutter! Outboard fixed again, I'm all set the next morning to try again. Hah! More setbacks. No yacht transits that day because a huge supertanker came through,



Roll back the bed and hey presto - a TIKI 21 navigation station.

Waterproof chart case easily made from PVC and duct tape. Very necessary, especially when using delicate photocopied charts.



Outboard bracket getting dismantled and ditched ashore in Port Said

blocking the canal channel.

Ah well. You can only try your best. I hand the outboard back to my friends as they are off to Israel and I take a trip to Cairo to meet my Ozzie friend Nikki who is joining Cookie again and helping me to sail back to the UK. A wonderful few days away from boats, outboards, agents, canals etc and experiencing the pyramids. Tutankammun treasures and other sights of Cairo and the Nile has me fired up to give this Suez Canal another try. A 10hp outboard is very kindly donated again and this time we get through 2 days of motoring with an overnight stop half way. I feel so relieved after being stressed and strung out, all the time waiting for the motor to give trouble which it did, but only the last 5 miles. Phew! Quite an experience though, miles and miles of straight canal through flat desert. Big ships passing close by like stately marching elephants.

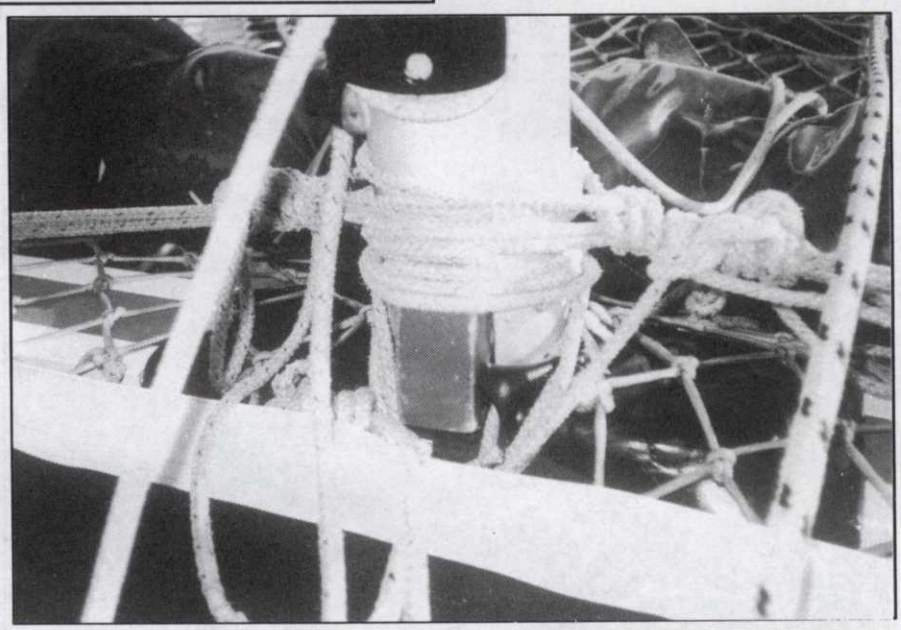
I was thinking of a leisurely stay in Port Said to sort Cookie out, get Nikki settled aboard properly and to ditch the outboard bracket. However, the yacht club there was a dump and the harbour very oily and full of rubbish. Not the most relaxing of places, so Nikki and I got through the chores ASAP and set off into the Mediterranean Sea on April 24th. I personally was very content to be at sea and get away from the dirty, dusty bureaucratic hassles of Suez, but it was rather intense for Nikki to be heading out to sea so soon. We were heading direct for Crete but after 3 days of struggling with the winds we ran back with a near gale to Cyprus and found a lovely comfy marina to rest up for a week. Me to finally relax after the Red Sea saga and Nikki to adjust to the ways of Cookie again.

Cyprus was a fun time of marina socialising, exploring ancient towns on a motorbike and getting acquainted with life in the Mediterranean. This means lots of expense in any civilised area.

Welcome back to costly Europe. I've been spoilt with the cheap cost of living through Asia and the Middle East!

Cookie is now resting on a mooring in Paphos Harbour in West Cyprus and I've joined my Mum for a 2 week holiday in Crete. I tried to sail Cookie over in time but was virtually becalmed for 3 days off Cyprus so I took a ferry boat instead and returned to Paphos at the end of May with Nikki to continue the Cookie saga across the Med. So far, I get the impression we will be in for more long, hot, calm sailing like Indonesia, but time will tell.

Cheers, Rory.



The lashing to secure the mastfoot after the locating block sheared off going to windward in 25 knots of wind off Cyprus.

DITTY BAG

NORTHERN WINTER SOCIAL GATHERING.

To be held on 28th February `98 at

John & Helen Cartwright`s
St Stephens Garth,
Thixendale,
Malton,
N. Yorkshire,YO17 9TG.

Same arrange ments as last year, please bring something to add to the feast!

Details from above or Clive Wintle on 01924 894354

TIKI 26 ~ HELARCTUS

This pretty Tiki 26 has a new owner.

Richard Laux

We did it ! We've beached the cat for the first time! Aren't all these people looking at us as if we had just landed in a UFO ? What a great feeling this is ! We jump off, put the anchor in the sand some 20 meters up the beach, take the parasol and some towels and make ourselves comfortable on the beach.

But what's that ? All of a sudden HELARCTUS has changed her position. She is no longer at a right angle to the beach, but has swung round so the port hull and its rudder is about to be lifted onto the sand. It dawns on me that this might spell trouble and I snap into action immediately. My friend and I manage to push HELARCTUS back into deeper water, take the anchor back to the boat, motor out backwards, drop a stern anchor and come back to the beach, where we secure her again with the main anchor.

Thinking about what sort of mistake we made we realize afterwards that with all the excitement of our approach to the beach we had simply missed the fact that there was an onshore wind, so this mishap was bound to occur.

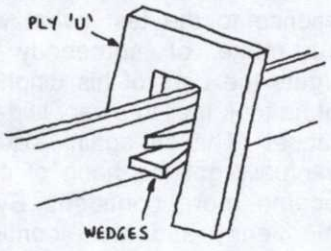
This was one of many episodes that made life exciting during the first sailing trials off Cap d'Agde in the Langedoc area in the South of France during the summer holidays 1997. Had it not been for Mike and Jenny Wynn, I don't think these adventurous weeks would have come about. After coming across a drawing of a Wharram catamaran about three years ago I decided that this was the boat for me and eventually looked up Scott Brown to view a TIKI 21 and 26. Some time later I visited Mike and Jenny and got more information on Wharram and Wharrams. I heard from Scott that Bob Goode was selling HELARCTUS and Mike went to see her for me. The boat was in good condition and I became the new owner. This all happened in the winter of 1996/7 during Mike's and Jenny's preparations for their great sail to Croatia. I am very grateful to them that they could still spare some time for me. On a week-end in March 1997 I collected HELARCTUS and trailed her down to a little village near Agde in the Herault department. It was quite a trip, leaving Germany on Friday at noon and arriving back home on Monday morning at 5 a.m., just in time to get ready for work - 5000 km all told

In July, at last, my wife, my daughter and I went down to the South of France where I was to meet Mike and Jenny on their way to Agde on the idyllic Canal du Midi. In Agde there is the famous round lock which links it with the Herault river, before the canal ends in the Etang de Thaw. While Jenny went back to England for a fortnight, Mike showed me how to sail a TIKI. In the process I made a couple of mistakes that really put Mike's patience to the test (what would you make of somebody who forgets the oars of his dinghy !!), but he took it all in a very laid-back manner (Thanks again, Mike!). I eventually got the hang of it and became more confident. By the time Jenny and Mike continued their trip down towards Spain, I was already looking forward to more wind. Not too much, mind you, because the Golf de Lion can be very tricky. Whoever has seen a Tramontane whipping up the sea in a Force 10 knows that even in summer one has to be extra careful.

Helarctus, still as good as she was 10 years ago when she was launched.

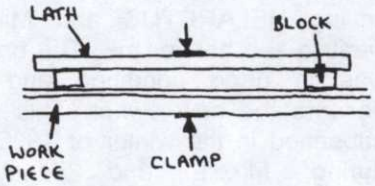
I intend to carry out a few modifications since I will mostly be sailing single-handed. At this stage (October 97) I'm already looking forward for a week's sail at the end of the month. After that HELARCTUS will be sitting on the trailer again waiting for the coming year .

TIPS HINTS & GADGETS



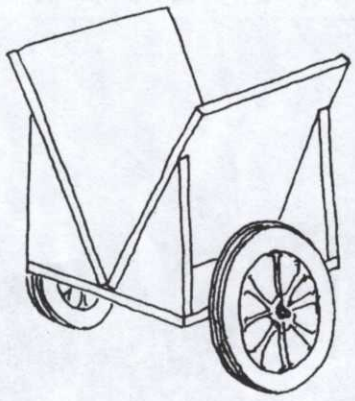
CLAMPING A STRINGER

1



TWO PRESSURE POINTS WITH ONE CLAMP

2



'MIDSHIPS TROLLEY BOX

3

1 A simple cramp for holding stringers and ply etc. The U shape and wedges are from scraps of ply, 1/2" thick.

2 One clamp, but need to clamp two points? Try this.

3 A box trolley made from ply. Again 1/2" would work well. The axle for the wheels is attached from the underneath, and located with "U" bolts. Final touch - carpet in the vee to protect the hulls.

Ideal for all TIKIs. up to 26' and HITIAs. If heavier, try two trolleys per hull.

Remember the skeg when manoeuvring!!

Thanks to Mike Weigh for these ideas.

- AIRmarine - Wind Generators
- Walker - Knotmaster & Excelsior
- Towing Logs
- Selva - Outboard engines (Inc. Diesel)
- RIBs & Inflatables
- Mastervolt - Inverters, Chargers, Converters
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NEWS FROM SEAPEOPLE

AUSTRALIA

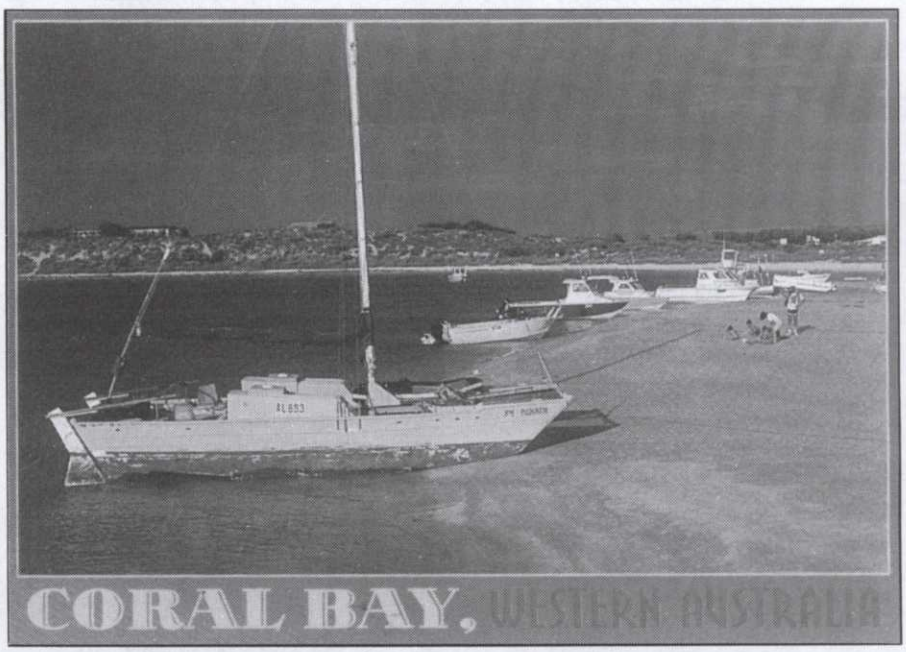
Mike Weigh tells the story of Fy Nghath

Thought it was about time for a bit of a note. I have now settled in Bundaberg and am very slowly attending to **"Fy Nghaths"** bump's breaks and bruises (supposedly a specialist boatlifter). She finally arrived on the back of a semi - trailer having been passed on by a number of trucking firms, all of whom denied knowledge of how the damage occurred. "It was like that when we picked it up in Port Hedland." C'est la vie! At least it's repairable and it gives me the excuse to raise the deck to gunwhale level to take the new beams (plans from James Wharram Designs) as I believe Adrian did his TIKINUI (Adrian - any tips? *Adrian - where do you want me to start?).* I also intended to build new cabins, perhaps with a variation to Redwind (Sea People No 25 page 23). I have enclosed some photographs. Also, I don't recall if I sent a copy of this postcard previously. You will see it is signed John Birt **"Boris the Brave"** *(on the correspondance side).* I met him when he called into Hedland with his main ripped from top to bottom. I'd not long arrived from Coral Bay and gave him some chart copies for his trip down as far as Carnarvon. Unfortunately I heard a rumour that he lost the boat between Coral Bay and Carnarvon. I believe he left Coral Bay a day or so before Cyclone Frank went down the west coast. I hope the rumour was unfounded, but I heard nothing of him reaching Carnarvon and I keep in spasmodic contact with Brian Bartlett (a member of the PCA in Carnarvon who has was encouraged by yours truly to join). He didn't get his Wharram until after I'd left there. Anyway the charter boat skipper I referred to on the back of one of the photographs suggested to the postcard photographer that the boat would make a great postcard. In fact it sold like hot cakes in Coral Bay to tourists from all over the world.

Heaven only knows when I'll get "Fy Nghath" back in the water as I'm also helping a guy near here to make the rigging for a steel replica of an 1890's Scottish fishing vessel (square rigged). He owned the original for about 8 years over there and in the Mediterranean. He also runs a boat delivery business.

Anyway enjoy your summer. Our winter has just started and it's freezing (daytime low 20's C, night time sometimes down to single figures.

(Ed. Adrian - if we had those temperatures up here during the winter, we would sail all year round!!) (Ed. Scott & Steve - if we had those temperatures in the Summer ....!)



Fy Nghath as the focal point on the post card - *looks an ideal beach!*

Mike Weigh with Fy Nghath

Alex Milne wrote in "CROSSBEAMS", the Australian newsletter:
About mid February we set out from Gladstone to visit Lynne's Mum at Empire Bay. As that area is quite wet, we decided to take the boat with us and enjoy a bit of sailing while we were down there. We wandered along steadily spending a day here, a day there and generally enjoying a leisurely trip, arriving on a Friday afternoon. After a busy round of family days we eventually got round to putting out Hitia 17,**"Jodi"** together and in the drink, mooring her at Empire Bay Marina for a couple of weeks, which was quite handy as it's only a short walk from Mum-in-Law's house.

After spending a few days muddling around, sailing up to South Kincumber, over to Woy Woy a couple of times etc. we met Dave Mitchell at Pelican Island after phoning him a few days earlier and organising a sail in company. We sailed up to Gosford and spent a couple of hours on **"One Day"**, Phil and Carla's Captain Cook and met John Hawken who is in the process of building his. Then we sailed over to the beach near the sailing club and enjoyed a picnic lunch with Dave before sailing across the other side of the bay. Here Dave anchored **"Marodi"** and came for a sail on our little boat for a couple of hours.

A day or two of crook weather and strong winds kept us doing other things for a while but once it died down I decided to venture out to Broken bay, on my own this time, as Lynne was spending some time with her Mum. Owing to an often faulty memory I had imagined the bay to be much larger than it turned out to be and was soon over near Barrenjoey Head, with the water still quite lumpy from the winds of the day before. Suddenly I spied a sail with the charecteristic gaff shape coming out of Pittwater - to discover a Tiki 21 called **"Felix"** if my memory is working correctly this time. The skipper was heading back to Gosford, so I turned around and sailed alongside, yarning until we got to the entrance to Brisbane Water, where I turned around again to head back to Barrenjoey Head, having my lunch on the way. It was still a little bit choppy and I was pleased to note that even on our little cat, my cup of tea sat on the deck without spilling a drop. By now time was getting on, so I turned and sailed for home, enjoying having the wind behind me until turning the corner at Woy Woy and heading into Empire Bay.

The following day I had Lynne on board once more, we went out into the Bay again. This time around Lion Island and the water was much calmer, which Lynne likes a lot. It was a very pleasant little sail and on the way back we pulled into Lobster Beach and had an enjoyable picnic in the warm sun before having a quiet run home.

By this time it was getting near the end of our fortnight at Empire Bay but we managed to squeeze in one more day. We were intending to take Lynne's sister for a quiet sail up to Gosford but lack of wind made it too quiet altogether, so after a quick discussion we decided to go out on the bay again, where there might be more wind. Once we got out there a nice gentle breeze took us around Lion Island once more, then after we turned home it freshened up and had us charging along at a great rate of knots! Then it died when we got behind the Head and with the two horse Suzuki at full throttle we forced our way against the outgoing tide and again landed on Lobster Beach for lunch. Then a slow sail home in a dying wind, a last wave to Dave who was tied up at a friends jetty and we were pulling "Jodi" out of the water and taking her apart in preparation for the next bit of our holiday.

Originally we were intending to do a bit of sailing around Wallis Lake but owing to the Hepatitis "A" scare decided to give it a miss and headed for Port Stephens instead. After wandering around looking for a place to anchor the boat cheap, we finally stumbled onto Fenninghams Island, where we stayed at the caravan park and anchored the boat just out in front, so that was brilliant enough for us! We spent a pleasant week here, sailing to Lemontree Passage to do our bit of shopping, over to North Arm Cove, almost up to Karua, and over to Lower Pindimar for a picnic lunch a couple of times. After arranging by phone to meet Dan and Jenny Golledge, we spent a most enjoyable few hours with them on their Pahi 31 **"Wandjina"**, met their son Ben and friend Wild Bill. We were very impressed with the boat and the workmanship, and the hospitality - the day as the highlight of out stay in the area. Unfortunately all good things must come to an end and our holiday was no exception, so a day later found us once more pulling the boat apart and preparing to travel the long road to home and the daily grind.

Regards to all and wishing everyone warm and fair winds.

UK

Dave Brooman writes from Stoke on Trent to say:
After two unsuccessful attempts in '95 & '96 I decided that this year the NW area would have a meet even if it was just one polycat and myself!

The two previous attempts failed due to my very heavy work commitment. (Large mortgage and Tangaroa to support!) This year there were apparently willing participants but they contacted me far to late, very close to the date of the propose meet, it was too late to make any arrangements to accommodate either crews or boats! Next year people will have to just turn up and we will see what we can do on the day.

The meet was organised for the weekend through till Tuesday, three cats were due to sail in company to Port St. Mary, Isle of Man. It finally turned out that just our Tangaroa **"Raka"** with a crew of four eventually departed from Conway for port St. Mary with the wind dead on the nose - "Where else?" You may ask ! The crew were myself, my partner Sue, our friend Alan Perrin and his partner Ros.
What a stirring sight! A fleet of one, motoring past the fairway buoy, wind force 2 on the nose, I remember thinking to myself, "We could

reach across Liverpool Bay at three knots if we were going to the Mull of Galloway, if we put up every sail we had", unfortunately we weren't going that way!

After the best part of the day tacking slowly up the coast of Anglesey, with the land just about in sight, I decided that as the shipping forecast suggested that we would have much the same weather on Monday, we would change course for Bull Bay, Anglesey, a small village with moorings sheltered from most winds except N. and W.
I have a mooring there myself, but after being caught in 1994 for seven days of gales in September, I am very cautious about using it. The nearest haven is Amlwych Harbour, which is more of a danger to enter in high winds than staying where you are and praying hard that your ground tackle holds!

But today it was beautiful, the change of course gave us a steady sail at three to four knots in brilliant sunshine, turning to a sunset evening as we made steady progress to reach our mooring at about eight PM. The girls loved it! A late afternoon catch of six mackerel supplied supper. A run ashore to the Bull Bay hotel provided us with a shower by the simple expedient of booking Bed & Breakfast, "No roughing it for us, you see!"
The weather forecast gave us a virtually windless night but, unfortunately, the next day as well, a "council of Captains" (Me, Sue, Ros and Alan) decided that the only way we could make I.o.M. would be to motor all the way, not much fun, 9 hours minimum of outboard noise. The result was a change of destination, Moelfre for Monday night was the choice, at least if we got any wind we could motor sail with the tide part of the way.

I don't know if any of you have a similar landmark, but Lymas Point is the one I always want to pass when the tide turns against me, it takes hours and hours - you would swear we were going backwards. I think we were, the bearings never seem to change, not even when you try to "fiddle" them a bit to convince yourself that you are really making progress!

Another sunbathing day brought us to Moelfre, a popular stopover for NW. cruising club members who overnight there regularly. The holding is good, so main anchor to the bow, lunch hook at the stern bridle and you will not go far, especially if your lunch hook fouls the main sewer pipe going out into the bay! as light to no winds were promised, apart from late evening visits and a watch being kept by Alan, all hands spent the night ashore. (We will be getting used to this luxury life style!)

So far our cruise had been one day's sailing and motor-sailing, and one day motoring all day. Tuesday was exactly the same, little or no wind, so we motored in an Adriatic blue sea at six knots all the way back to Conway. Some confused water off Puffin Island due to a fast ebbing tide made Ros feel sea sick, but apart from that it was a day for polishing up the sun tans, somehow I finished up as helmsman all day, everybody else was asleep on deck for the best part of the journey.

So the four of us completed an arduous weekend of beating the elements, putting on the suntan oil mainly! As the first UK NW. Polycat meet I hope that it will inspire others to join us next year. Make sure that you have plenty of aux. motor fuel, bring your boat and turn up! Perhaps we can tie in with the Scottish meet in 1998, a modest fleet heading northwards perhaps. We shall have to see, Watch this space!

UK Meets '98

Details of these will appear in the next Yearbook but these dates may help planning.

Cornwall week 1st August, BBQ 8th August

Boats leaving 9th for Scottish Meet on early August SW winds.

Scottish Meet 14th - 16th Aug.

Wales Meet for boats heading back South 22nd - 23rd August.

End of cruise BBQ party at Southdown 29th August.

Join this program where you can!

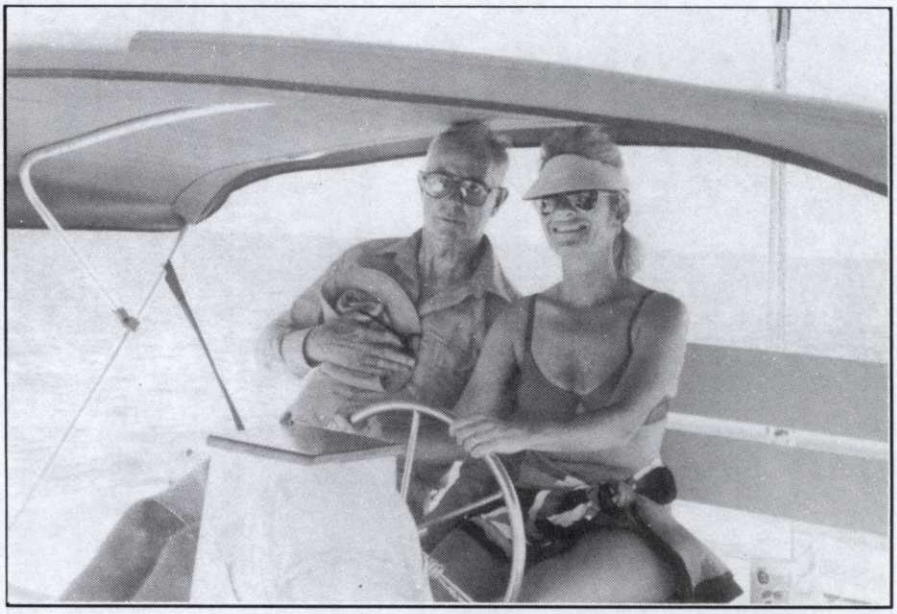
USA

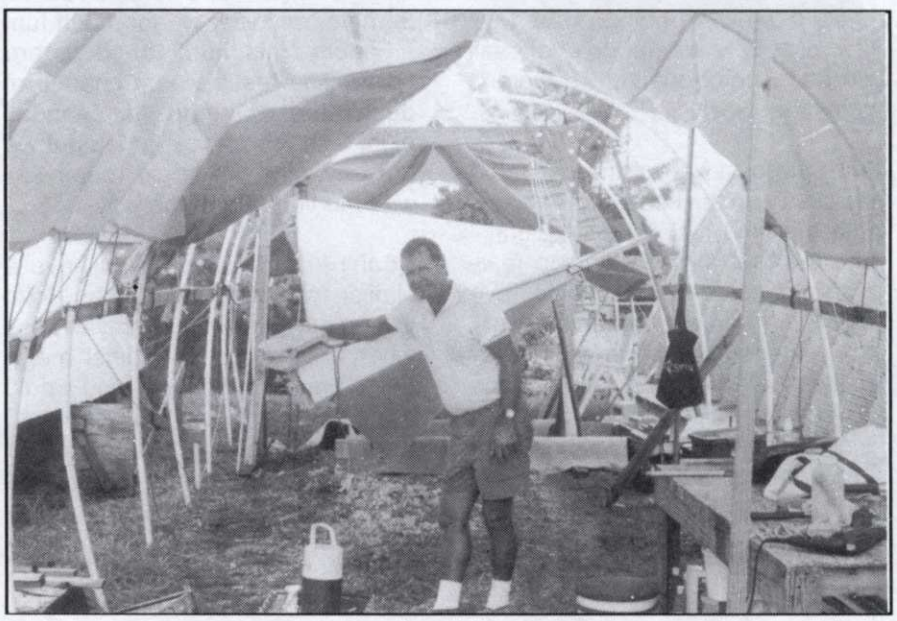
From Roger and Marney Ayres in Fort Lauderdale:
As promised a couple of pics from Florida. The first one is Marney with Skip Lichty on his Tangaroa **"Last Buck"** out on Biscayne Bay, Florida. The Bimini is essential in the tropical sun. Skip's boat is a beautiful green Tangaroa IV with a Tiki sloop rig and lashed beams.

He and his wife Jan must have sailed her a couple of thousand miles since launching her in the fall of 1996. We've been on her a couple of times - Sun, 10 knot breeze, 80°F. blue skies etc., etc.! All that boring tropical stuff! We had some great times on Biscayne Bay, a lot of which is only 3ft. deep!(*A real cat corner... Ed.)* Anchored off Elliot Key the swimming was great, even in light winds we seem to maintain 3-5 knots boat speed, always moving and easy to tack.

Gene Perry is still working on his Tiki 26 - A launch this year? We are going to be another year, I think, on our stretched Tangaroa IV (37' long), I hope to put the Tiki 38 rig on her, which I think, after talking to you, will work a treat.
The other picture shows our buddy Dave helping turn the hull, I built a gantry of 2"x2"x8' and 1"x6"x8', guessed the balance point and just lifted away with a chain hoist! The first hull was turned in about an hour with the hull never more than 1' - 2' above the carpet covered bearers, should any thing go "boing" and drop it!

Hope you are all well at Millbrook - A place of many good memories for me and the start of a new way of life all those years ago.

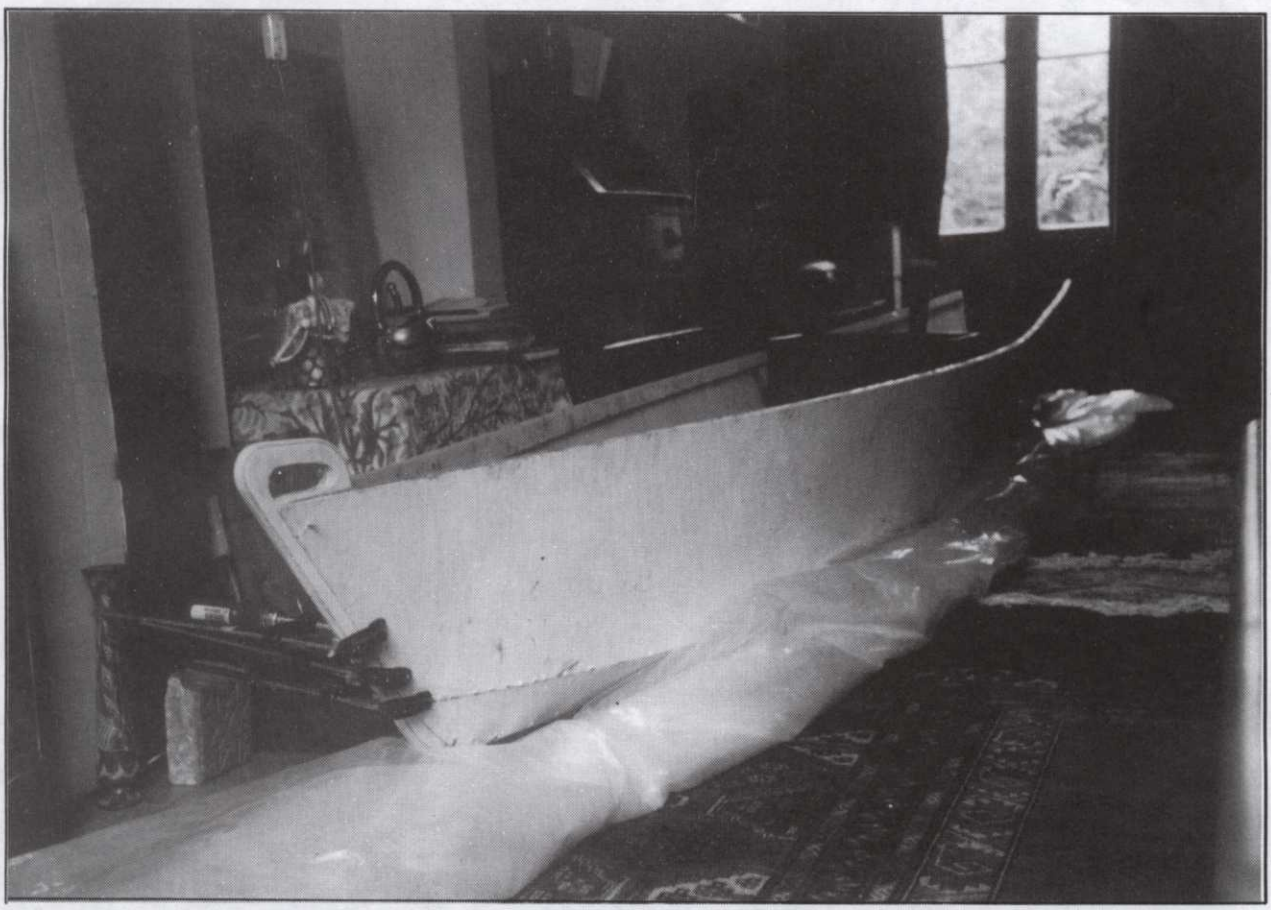




(Continued from page 12)
climates this could very quickly lead to infected hands. Next, it's easier - but the holes you've drilled through the plywood need to be clear and unsplintered. And, as we've said it's much faster. You won't need to go back and cut all the wire tails with pliers. The fishing line lies flat enough to be taped over on the inside and, if you're after the perfect exterior finish, slicing the fishing line on the outside with a sharp blade takes a few minutes. But, but, there's always a but - even fishing line with a high breaking point is flexible and will stretch. The function of the stitching is simply to hold adjoining pieces of timber in place long enough to allow applied epoxy resin to cure. There are critical parts of a boat especially at its extreme ends when much more strength is required to force timber into a required shape. Both stem and stern posts, having been previously laminated up from two thicknesses of the quarter inch plywood, were wired into place. The resistance of the five-ply birch to bending meant we used a combination of F-clamps, blocks and Spanish windlass to get the right shapes at bow and stern. We love the simple effectiveness of a Spanish windlass - take a length of rope, or wire or cable, and tie it around the two pieces of wood you wish to pull together. Next, insert a bar, screwdriver or scrap of timber into the knot and twist with a rotating action. The result is a very powerful, controllable and cheap clamping device. You'll need to protect the wood with offcuts as the rope will dig into the edge of wood. Also, be careful with using wire - it's much more brittle than rope and liable to snap very suddenly.So, we sewed our boat together in the dry sitting room. We mixed epoxy using Wessex calibrated pumps and, always wearing gloves and old jeans, carefully filled all the joints on the inside of our little boat. We first mixed the epoxy with the specified low density filler for the joints. This results in a dark brown

(Continued on page 27)

epoxy mix which we didn't like as we wanted the interior of the boat to be lighter. As mentioned above, we always wore gloves and old jeans when working. However, after a short while we found our knees erupting in dry sores which would occasionally weep. They became slightly itchy and difficult not to scratch. Later on, after we'd finished the construction stages, and out in the garden, Martin spent two hours carefully sanding down the cured epoxy on the outside and inside of the boat with a belt sander. What a wonderful tool! Used with a degree of delicacy and with a fine grit sandpaper (120 grade) you can very successfully sand back the lumpy bits of hard epoxy resin to provide a very flat smooth surface. He wore gloves of course. However, after a couple of days, we both noticed sores similar to the other ones on our knees appearing on the underside of his wrist and forearms. They were certainly not painful but were uncomfortable, disfiguring and lasted for over a month. At this year's meet here in the UK in Plymouth, after talking to Adrian and others, we discovered two things. First, of the two constituent parts of epoxy, the clear base is merely irritant, but the hardener is toxic. It's there clearly displayed on the epoxy plastic bottles. Secondly, whilst both epoxy and hardener are in liquid form, and you very sensibly wear gloves, there is unlikely to be any contact with either. However, the problems occur when sanding, for the fine dust created by this action contains the toxic hardener. Dust can get anywhere. Any part of your skin may react to this very nasty ingredient. Be warned, the lining of lungs is especially vulnerable. We were told of someone who never mixed epoxy and simply asked friends, relatives, passing people to do it for him whilst they were suitably protected. He did this simply to prevent any contact at all with the stuff. Having mentioned the subject, you then get to hear of stories of others who have also been affected. Some people, even after a minimal amount of contact with the hardener develop a reaction to it which is so extreme that they are unable to go anywhere near it again, ever. Martin's reaction was fortunately mild, cleared up after a few weeks and appears not to have returned. Ask for and read the health and safety notes from Wessex on the use of epoxy resin. Then very slowly, ask yourself the question, is failing to follow the recommendations and spending the equivalent of a few pounds or dollars on safety mask, gloves, etc., worth the risk? Would you cross the road without looking? Or cross an ocean without a chart? Epoxy and contemporary plywoods are wonderful materials and have liberated an approach to boat-building which allows enthusiastic amateurs to pursue their dreams. We are still impressed and delighted by our efforts. Only now, we treat epoxy with much more respect. More in the next issue.



Seasons Greetings

FRED & MILLY
I'LL BE RIGHT OVER
MILLY!... I'M GOING OVER TO TOMS..... HE HAS COMPLETED HIS FIRST TIKI HULL!
?
HOW DO YOU LIKE IT?
SHE'S GREAT!
CALLS FOR A TOAST WHAT?
GOOD IDEA
I WONDER WHAT 2 HULLS WOULD LOOK LIKE?
HAVE A SWIG OF MY HOMEBREW
TA
GLUG GLUG
SCHLURP!
WOW!! WHAT DO YOU CALL THIS DRINK?
COMPLETE BOAT SIMULATION NECTAR
TAKE ANOTHER LOOK
BLIMEY!.... I CAN SEE TWO HULLS!!!
...I... I... I'D BETTER GET HOME
HIC!
MOORCROFT
TOM! HELP!
I'M TELLING YOU TOM..... I'VE GOT TWO WIVES!
SNIGGER

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